

THE MICHIGAN CENTRAL RAILROAD

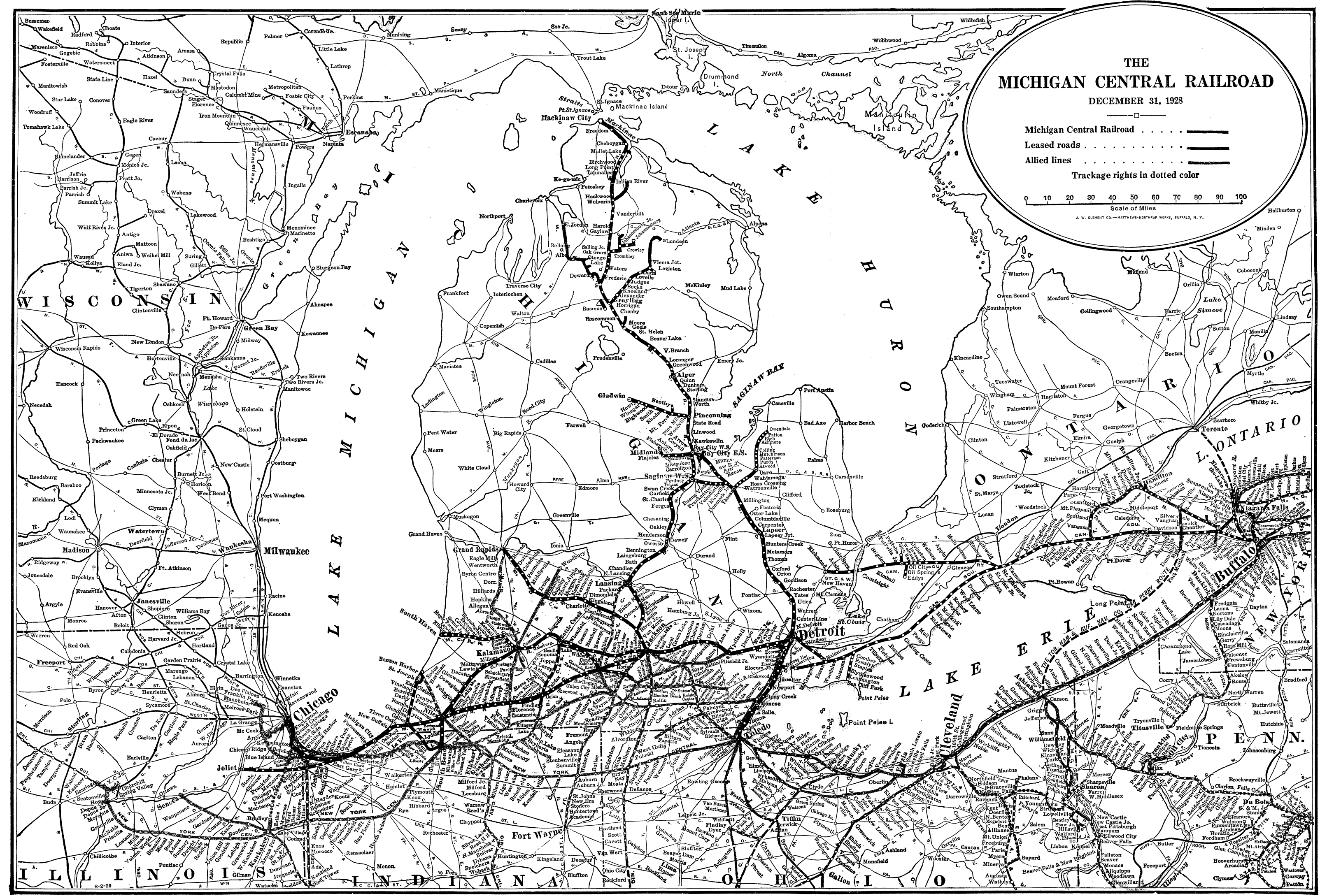
DECEMBER 31, 1923

Michigan Central Railroad
Leased roads
Allied lines

Trackage rights in dotted color

0 10 20 30 40 50 60 70 80 90 100
Scale of Miles

J. W. CLEMENT CO.—MATTHEWS-NORTHROP WORKS, BUFFALO, N. Y.



The Michigan Central Railroad Company

Report of the Board of Directors
to the Stockholders
for the year ended
December 31, 1928



DETROIT
MICHIGAN

ORGANIZATION OF THE MICHIGAN CENTRAL RAILROAD COMPANY

DECEMBER 31, 1928

DIRECTORS

FREDERICK W. VANDERBILT
GEORGE F. BAKER
WILLIAM K. VANDERBILT
HAROLD S. VANDERBILT

EDWARD S. HARKNESS
ALBERT H. HARRIS
EDMOND D. BRONNER
JACKSON E. REYNOLDS
FREDERIC J. FISHER

WARREN S. HAYDEN
BERTRAM CUTLER
PATRICK E. CROWLEY
CHARLES B. SEGER

The annual meeting of stockholders for the election of directors is held in the city of Detroit, Michigan, on the Thursday after the first Wednesday in May

EXECUTIVE COMMITTEE

ALBERT H. HARRIS, *Chairman*
GEORGE F. BAKER
WILLIAM K. VANDERBILT

HAROLD S. VANDERBILT
CHARLES B. SEGER
JACKSON E. REYNOLDS

PATRICK E. CROWLEY

CORPORATE OFFICERS

President	PATRICK E. CROWLEY	New York
Assistant to President	HOWARD L. INGERSOLL	New York
Executive Assistant to President	MARTIN J. ALGER	New York
Assistant to President	FRANK H. HARDIN	New York
Engineering Assistant to President	RICHARD E. DOUGHERTY	New York
Assistant to President	CURTIS M. YOHE	Pittsburgh
Vice President	ALBERT H. HARRIS	New York
Vice President	GEORGE H. INGALLS	New York
Vice President	EDMOND D. BRONNER	Detroit
Vice President	JOHN L. BURDETT	New York
Vice President	JOHN G. WALBER	New York
Vice President and General Counsel	ROBERT J. CARY	New York
Vice President	CHARLES C. PAULDING	New York
Assistant Vice President	CHARLES J. BRISTER	Chicago
Assistant Vice President	JOHN K. GRAVES	New York
Assistant Vice President	EDWARD HUNGERFORD	New York
Assistant Vice President and General Manager	HENRY SHEARER	Detroit
General Counsel	FRANK E. ROBSON	Detroit
Secretary	EDWARD F. STEPHENSON	New York
Assistant Secretary	JOSEPH M. O'MAHONEY	New York
General Treasurer	HARRY G. SNELLING	New York
Assistant General Treasurer	HENRY A. STAHL	New York
Assistant General Treasurer	RUSH N. HARRY	New York
Treasurer	WALTER E. HACKETT	Detroit
Comptroller	WILLIAM C. WISHART	New York
Assistant Comptroller	LEROY V. PORTER	New York
Assistant Comptroller	FREDERICK H. MEEDER	New York

General Treasurer, 466 Lexington Avenue, New York, transfers stock, pays dividends on stock, transfers bonds and pays interest on bonds

Central Union Trust Company of New York registers stock at 80 Broadway, New York

REPORT

To the Stockholders of

THE MICHIGAN CENTRAL RAILROAD COMPANY:

The Board of Directors herewith submits its report for the year ended December 31, 1928, with statements showing the income account for the year and the financial condition of the company.

Road operated

The mileage covered by this report, details of which will be found on another page, was the same as for the previous year as follows:

	Miles
Main line and branches owned	1,184·36
Line jointly owned	·70
Leased lines	576·43
Lines operated under trackage rights	96·93
Total road operated	<u>1,858·42</u>

The year's business

During 1928 the company moved 32,100,897 tons of revenue freight, an increase as compared with 1927 of 685,046 tons, largely the result of greater activity in the automobile industry.

Revenue passengers carried were 3,520,539, a decrease of 251,584, of which 36,597 were in interline, 180,020 in local, and 34,967 in commutation passengers. The falling off in the number of passengers is, in the main, incident to the competition of the motor bus and private automobile.

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INCOME ACCOUNT FOR THE YEAR

	Year ended Dec. 31, 1928 <i>1,858.42 miles operated</i>	Year ended Dec. 31, 1927 <i>1,858.42 miles operated</i>	Increase	Decrease
OPERATING INCOME				
RAILWAY OPERATIONS				
Railway operating revenues	\$93,217,493 20	\$89,750,601 95	\$3,466,891 25	
Railway operating expenses	62,643,935 11	62,244,288 16	399,646 95	
NET REVENUE FROM RAILWAY OPERATIONS	\$30,573,558 09	\$27,506,313 79	\$3,067,244 30	
Percentage of expenses to revenues	(67.20)	(69.35)		(2.15)
Railway tax accruals	\$6,327,936 69	\$6,247,714 64	\$80,222 05	
Uncollectible railway revenues	25,064 20	25,668 93		\$604 73
RAILWAY OPERATING INCOME	\$24,220,557 20	\$21,232,930 22	\$2,987,626 98	
Equipment rents, net debit	\$513,355 81	\$294,778 82*	\$808,134 63	
Joint facility rents, net debit	551,234 13	538,883 24	12,350 89	
NET RAILWAY OPERATING INCOME	\$23,155,967 26	\$20,988,825 80	\$2,167,141 46	
MISCELLANEOUS OPERATIONS				
Revenues	\$403,831 95	\$395,388 09	\$8,443 86	
Expenses and taxes	342,445 30	321,030 59	21,414 71	
MISCELLANEOUS OPERATING INCOME	\$61,386 65	\$74,357 50		\$12,970 85
TOTAL OPERATING INCOME	\$23,217,353 91	\$21,063,183 30	\$2,154,170 61	
NON-OPERATING INCOME				
Income from lease of road	\$278 04	\$236 51	\$41 53	
Miscellaneous rent income	327,663 24	230,775 18	96,888 06	
Miscellaneous non-operating physical property	73,525 62	70,151 22	3,374 40	
Dividend income	811,029 99	582,958 00	228,071 99	
Income from funded securities	323,999 33	749,775 96		\$425,776 63
Income from unfunded securities and accounts	480,742 61	319,349 11	161,393 50	
Miscellaneous income	15,125 89	7,826 78	7,299 11	
TOTAL NON-OPERATING INCOME	\$2,032,364 72	\$1,961,072 76	\$71,291 96	
GROSS INCOME	\$25,249,718 63	\$23,024,256 06	\$2,225,462 57	
DEDUCTIONS FROM GROSS INCOME				
Rent for leased roads	\$2,736,593 38	\$2,735,315 46	\$1,277 92	
Miscellaneous rents	4,158 76	4,898 33		\$739 57
Miscellaneous tax accruals	64,361 92	70,474 24		6,112 32
Interest on funded debt	2,890,543 66	3,158,934 65		268,390 99
Interest on unfunded debt	14,194 71	22,977 43		8,782 72
Amortization of discount on funded debt	141,549 60	154,408 44		12,858 84
Maintenance of investment organization	1,883 19	1,306 45	576 74	
Miscellaneous income charges	7,013 54	9,383 08		2,369 54
TOTAL DEDUCTIONS FROM GROSS INCOME	\$5,860,298 76	\$6,157,698 08		\$297,399 32
NET INCOME	\$19,389,419 87	\$16,866,557 98	\$2,522,861 89	
DISPOSITION OF NET INCOME				
Dividends declared: 40 per cent each year	\$7,494,560 00	\$7,494,560 00		
SURPLUS FOR THE YEAR CARRIED TO PROFIT AND LOSS	\$11,894,859 87	\$9,371,997 98	\$2,522,861 89	

* Credit

*The Michigan Central Railroad Company**Profit and loss account*

BALANCE TO CREDIT OF PROFIT AND LOSS, DECEMBER 31, 1927		\$82,166,229 90
ADDITIONS:		
Surplus for the year 1928	\$11,894,859 87	
Profit on property sold	22,026 29	
Unrefundable overcharges	24,226 61	11,941,112 77
		<u>\$94,107,342 67</u>
DEDUCTIONS:		
Depreciation prior to July 1, 1907, on equipment retired during year	\$148,936 04	
Loss on property retired	153,261 03	
Miscellaneous items and adjustments (net)	73,448 61	375,645 68
		<u>\$93,731,696 99</u>
BALANCE TO CREDIT OF PROFIT AND LOSS, DECEMBER 31, 1928		

Operating revenues

The total operating revenues were \$93,217,493.20, an increase of \$3,466,891.25.

Freight revenue was \$64,098,143.67, an increase of \$3,743,053.65.

Passenger revenue was \$19,792,566.77, a decrease of \$410,119.54.

Mail revenue was \$1,115,531.12 or \$66,946.26 more than for 1927, the result of an increase in rates of approximately 15 per cent effective August 1, 1928, under order of the Interstate Commerce Commission.

Express revenue was \$4,039,628.41, a decrease of \$76,351.79, a smaller volume of business having been handled.

Other transportation, incidental and joint facility revenue was \$4,171,623.23, an increase of \$143,362.67.

Operating expenses

The following table shows the operating expenses by groups:

Group	Amount	Increase	Decrease
Maintenance of way and structures	\$9,993,461 94		\$351,456 98
Maintenance of equipment	18,429,411 96	\$1,710,523 95	
Traffic	1,599,588 67	88,512 24	
Transportation	29,414,897 69		110,867 58
Miscellaneous	1,275,415 59	107,566 60	
General	2,001,532 67		1,024,797 44
Transportation for investment—credit	70,373 41		19,833 84
Total	<u>\$62,643,935 11</u>	<u>\$399,646 95</u>	

The decrease in expense for maintenance of way and structures is largely due to a reduction of approximately 110,000 in the number of ties used for renewals, as a result of the application in prior years of treated ties of longer life, and a decrease of 130,000 yards in ballast applied.

The increase in expense for maintenance of equipment is largely the result of an increase in the number of locomotives receiving heavy repairs and in the number of

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freight cars requiring general reconditioning. There were also increased charges for retirements of both of these classes of equipment.

The decrease in transportation expenses is, in the main, incident to economies effected and to improved operating practices.

The increase in expense for miscellaneous operations is chiefly due to the extension of dining car service.

The principal decrease in general expenses is found in charges for pensions. Commencing with 1925 the company has each year charged to expenses and set up in a reserve an amount to provide for estimated total payments upon pensions granted in that year. Pursuant to recently issued instructions of the Interstate Commerce Commission, however, this practice has been discontinued and the pension expenses for the year 1928 include only the actual payments for pensions applicable to that year and prior to 1925, no charges for a reserve having been made. This has produced a decrease of \$951,541 in pension charges as compared with 1927.

Railway tax accruals

Railway tax accruals were \$6,327,936.69, an increase of \$80,222.05. Michigan ad valorem taxes increased and larger income from operations in Canada is reflected in an increase in Canadian taxes. United States income tax decreased because of reduction in rate from 13½ per cent to 12 per cent.

Equipment rents

The net debit to equipment rents was \$513,355.81 as compared with a net credit of \$294,778.82 in 1927, largely the result of an increased number of foreign freight cars on the company's lines in 1928 due to the increase in business.

Miscellaneous operations

This account, which includes only the operation of the company's livestock yards at Detroit, showed a gross income of \$403,831.95 for 1928, an increase of \$8,443.86 over the previous year, expenses and taxes \$342,445.30, an increase of \$21,414.71, and a net income of \$61,386.65, a decrease of \$12,970.85.

Non-operating income

Non-operating income was \$2,032,364.72, an increase of \$71,291.96.

Miscellaneous rents increased \$96,888.06, largely the result of increased rentals and the crediting to this account in 1928 of taxes collected from tenants.

Dividend income increased \$228,071.99, of which \$228,000 was due to a ten per cent dividend upon the company's holding of stock of the Indiana Harbor Belt Railroad Company.

Income from funded securities decreased \$425,776.63, the result of the sale late in the year 1927 of United States Government securities.

The Michigan Central Railroad Company

Income from unfunded securities and accounts increased \$161,393.50, attributable to an increase in interest earned on treasury funds.

Deductions from gross income

Deductions from gross income were \$5,860,298.76, a decrease of \$297,399.32, the greater part of which is the result of a reduction in the amount of equipment trust certificates outstanding.

Net income before dividends

The net income of the company was \$19,389,419.87, an increase of \$2,522,861.89.

Dividends

Dividends declared and charged against the income of the year were as follows:

Date declared	Date payable	Rate per cent	Amount
June 13, 1928	July 28, 1928	20	\$3,747,280 00
December 12, 1928	January 29, 1929	20	3,747,280 00
		<hr/>	<hr/>
		Total for the year 40	\$7,494,560 00
			<hr/>

Surplus

After charges for dividends aggregating 40 per cent, there remained a surplus, for the year, of \$11,894,859.87 which was carried to the credit of profit and loss. At the end of the year the total corporate surplus was \$100,428,397.45.

Capital stock

The capital stock of the company remained unchanged during the year, the total amount authorized and issued being \$18,738,000.

Changes in funded debt

The funded debt outstanding on December 31, 1927, was \$67,525,318 00

It has been reduced as follows:

By payments falling due during the year on the company's liability for principal installments under Equipment Trust Agreements as follows:

M C R R Trust of 1915, October 1, 1928	\$300,000 00	
M C R R Trust of 1917, March 1, 1928	600,000 00	
M C R R Co proportion of N Y C R R Co Trust of 1920, April 15, 1928	467,664 75	
N Y C Lines Trust of 1922, June 1, 1928	373,000 00	
N Y C Lines 4½ per cent Trust of 1922, September 1, 1928	51,000 00	
N Y C Lines Trust of 1923, June 1, 1928	632,000 00	
N Y C Lines Trust of 1924, June 1, 1928	233,000 00	
N Y C Lines 4½ per cent Trust of 1924, September 15, 1928	173,000 00	
N Y C Lines 4½ per cent Trust of May 15, 1925, May 15, 1928	234,000 00	3,063,664 75
	<hr/>	<hr/>
leaving the funded debt on December 31, 1928		\$64,461,653 25

*Annual Report**Termination of New York Central Lines Equipment Trust of 1913*

New York Central Lines Equipment Trust of 1913 having expired on January 1, 1928, the title to the equipment was transferred by the Trustee to the several railroad companies, parties to the trust, in proportion to the amount of the cost thereof paid by each company, respectively. This company's share of the equipment so transferred from trust to railroad owned consisted of 88 locomotives, 82 passenger cars, 736 auto box cars, and 4 caboose cars.

Property investment accounts

Changes in the property investment accounts for the year, as shown in detail elsewhere in this report, were as follows:

Road increased	\$2,275,619 85
Equipment decreased	1,517,844 34
Improvements on leased railway property increased	176,999 56
Miscellaneous physical property decreased	403,257 28
a net increase of	<u>\$531,517 79</u>

Improvements

Important improvements completed or under way during the year were as follows:

Grade separation:

At Joseph Campau Avenue, Hamtramck, Michigan; at State Highway M-13, Grand Rapids, Michigan; and at Southfield Road, Dearborn, Michigan, work was completed. Permanent grade separation bridges were constructed at Waterman Avenue, Detroit, to replace trestles. Work progressed at West Fort Street, Detroit, and at West Central Avenue, Toledo, Ohio. The Broadway overhead highway bridge just west of the station at Ann Arbor was reconstructed and street and driveway approaches to the station improved.

Bridge over Deep River on Joliet Branch:

Work was started late in the year on a permanent concrete and steel bridge to replace the long timber trestle over Deep River on the Joliet Branch west of East Gary.

Work in Canada:

The Otter Creek viaduct, a five span steel girder double track bridge on high steel bents near Cornell, Ontario, was strengthened by placing additional girders and incasing steel of towers with concrete. Passing tracks for the purpose of handling longer trains were constructed at Tilbury, West Lorne, Tillsonburg, La Sallette, Waterford, Perry and Welland.

Automatic train control

During the year, in addition to the installations of automatic train control between Detroit, Michigan, and Chicago, Illinois, which have been previously reported to the stockholders, the track between Detroit and Toledo, Ohio, has been so equipped and the control placed in operation.

Proposed lease of the company's properties to The New York Central Railroad Company

The proceedings before the Interstate Commerce Commission in which The New York Central Railroad Company is seeking the authority of the Commission for the leasing of

The Michigan Central Railroad Company

the lines of railroad and properties of this company, referred to in the annual reports for 1926 and 1927, are still pending. Additional evidence was introduced at hearings held January 9-16, 1928.

Valuation of the company's property by the Interstate Commerce Commission

No decision has yet been made by the Interstate Commerce Commission as to the company's protest in respect to the tentative valuation of its properties.

Wages

Requests of telegraphers for increases in wages and changes in working conditions were submitted to arbitration during the year and under the awards the company will be subjected to an additional annual expense of approximately \$58,000.

Increased rates for transportation of mail

In May, 1925, the carriers petitioned the Interstate Commerce Commission for an increase in mail transportation rates. With the co-operation of the Post Office Department and the Commission, the railroads arranged to make a complete analysis of passenger train service for a test period of thirty-five days, namely September 16 to October 20, 1925. The data so developed were used by both the Post Office Department and the railroads in presenting their case to the Commission at hearings in July, 1927. As a result, the Interstate Commerce Commission issued an order increasing rates for the transportation of mails approximately fifteen per cent effective August 1, 1928, and granted a flat increase of fifteen per cent retroactive to the date from which the carriers respectively filed their petitions. The estimated effect of this order will be to increase the annual mail pay from August 1, 1928, of this company by approximately \$146,000, while the retroactive increase is estimated at \$462,000. The Government questioned the power of the Interstate Commerce Commission with respect to the retroactive feature of its order, as a result of which a test case was instituted in the United States Court of Claims, which on April 2, 1928, rendered its decision upholding the Commission's power. The Government appealed from this decision to the United States Supreme Court, where the case was pending at the end of the year.

Railway Express Agency, Inc.

In view of the expiration on February 28, 1929, of the term of the amended uniform express contracts under which the American Railway Express Company has been conducting the express transportation business over most of the railroads of the continental United States, the Uniform Express Contract Committee of the Association of Railway Executives submitted in July of this year for the consideration of the railroad companies represented in said Association a report and plan, under which the railroad companies participating therein were, subject to the approval of the required governmental authorities, to unite in conducting through their own express agency the future operation of the express business, either by means of a new corporation the stock of which would be owned by the participating railroad companies which should acquire the operating prop-

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erties and equipment of the American Railway Express Company, or, through the acquisition of the entire capital stock of the American Railway Express Company and the modification of its corporate and financial structure to such extent as would make the same consistent with the proposed plan. Under the plan the value of the property and equipment devoted to the express business was to be represented by debentures either purchased by the participating railroad companies or sold to the public, and the stock was to be limited in amount, allotted to the participating railroad companies on substantially the basis of the express business done by each and representative mainly of voting rights with the directors nominated by districts so that all sections would be represented in the directorate. Under the plan the contract to be made by such express agency with the several participating railroad companies was to be in substantially the form of the existing uniform express contract except that practically the entire net income was to be distributed among the contracting railroad companies on the basis of business done. The plan was to become effective upon its approval by 75 per cent of the railroad companies entitled to participate therein, and upon such approval President Storey of the Atchison, President Atterbury of the Pennsylvania, President Crowley of the New York Central, and President Gray of the Union Pacific were appointed agents of the participating railroad companies for the purpose of negotiating and agreeing upon the terms of the acquisition of the properties or of the stock of the American Railway Express Company, of organizing the new corporation and of taking the other necessary steps for carrying the plan into effect.

The plan has already been approved by over 95 per cent of the railroad companies entitled to participate therein, the new corporation has been organized and negotiations by the agents looking to the acquisition of all the operating properties of the American Railway Express Company are being progressed with a view, the necessary governmental authorizations having been obtained, of having said new corporation, Railway Express Agency, Inc., conduct the express business over railroad lines after midnight on February 28, 1929.

*Acquisition of additional capital stock of Indiana Harbor Belt Railroad Company
and payment of its notes*

The Indiana Harbor Belt Railroad Company issued, in June, 1928, additional capital stock to the amount of \$2,600,000 which was taken by the proprietor companies at par in proportion to their respective holdings. Under this arrangement this company acquired 7,800 shares at a cost of \$780,000. Notes of the Indiana Harbor Belt Railroad Company held by this company and aggregating \$778,623.94 were paid.

Advances to Canada Southern Railway Company

The company advanced to the Canada Southern Railway Company during the year for additions and betterments \$547,683.70, making the total amount charged to December 31, 1928, against that company for advances \$5,260,439.36.

*The Michigan Central Railroad Company**Pensions*

During the year 84 employees were retired and pensioned; 32 at the age of seventy, 27 for disability, and 25 voluntarily on service pension. There were 702 pensioners at the close of the year. The total amount paid in pensions for the year was \$432,395.96. The balance in the reserve set up to provide for payments upon pensions granted in 1925, 1926 and 1927 was, at the end of the year, \$1,887,768.

Changes in organization

Effective May 9, 1928, appropriate changes in the by-laws of the company having been made, the Finance Committee was discontinued and an Executive Committee of seven members was appointed.

The Board records with regret the death on April 5, 1928, of the Hon. Chauncey M. Depew, a director; on January 24, 1928, of Ira A. Place, Senior Law Vice President; and on May 26, 1928, of Edgar Freeman, Assistant General Treasurer.

On May 3, 1928, Frederic J. Fisher was elected a director to fill the vacancy caused by the death of Mr. Depew.

Effective March 1, 1928, Curtis M. Yohe was appointed Assistant to President and effective August 1, 1928, Edward Hungerford was appointed Assistant Vice President (Public Relations).

The Board wishes to express its appreciation of the loyal and efficient service of the officers and employees of the company during the year.

For the Board of Directors,



President.

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COMPARATIVE CONDENSED GENERAL BALANCE SHEET, DECEMBER 31, 1928 and 1927

ASSETS

1927	INVESTMENTS	1928	Comparison
\$77,465,878 26	Investment in road	\$79,741,498 11	\$2,275,619 85 Inc
60,634,995 61	Investment in equipment		
37,150,103 45	Trust	60,418,204 64	216,790 97 Dec
3,346,811 98	Owned	35,849,050 08	1,301,053 37 Dec
3,794 50	Improvements on leased railway property	3,523,811 54	176,999 56 Inc
4,109,466 52	Deposits in lieu of mortgaged property sold	3,794 50	—
	Miscellaneous physical property	3,706,209 24	403,257 28 Dec
	Investments in affiliated companies		
\$9,058,036 25	Stocks	\$9,838,036 25	780,000 00 Inc
568,773 59	Bonds	568,773 59	—
778,623 94	Notes	—	778,623 94 Dec
5,032,372 49	Advances	5,700,075 08	667,702 59 Inc
15,437,806 27		16,106,884 92	\$669,078 65 Inc
	Other investments		
\$1,563 42	Stocks	\$1,563 42	—
6,371,482 31	Bonds	6,371,482 31	—
13 15	Notes	13 15	—
555,000 00	Advances	551,068 12	3,931 88 Dec
66,601 00	Miscellaneous	73,302 00	6,701 00 Inc
6,994,659 88		6,997,429 00	\$2,769 12 Inc
\$205,143,516 47	TOTAL INVESTMENTS	\$206,346,882 03	\$1,203,365 56 Inc
	CURRENT ASSETS		
\$8,248,204 13	Cash	\$22,283,884 79	\$14,035,680 66 Inc
500,000 00	Demand loans and deposits	1,000,000 00	500,000 00 Inc
19,187 95	Special deposits	16,982 50	2,205 45 Dec
3,000,693 43	Loans and bills receivable		3,000,693 43 Dec
789,751 59	Traffic and car-service balances receivable	809,362 26	19,610 67 Inc
1,379,437 22	Net balance receivable from agents and conductors	1,931,312 95	551,875 73 Inc
1,875,868 94	Miscellaneous accounts receivable	1,915,113 08	39,244 14 Inc
6,169,092 46	Material and supplies	6,254,903 86	85,811 40 Inc
293,748 06	Interest and dividends receivable	292,556 02	1,192 04 Dec
45,179 35	Other current assets	39,856 85	5,322 50 Dec
\$22,321,163 13	TOTAL CURRENT ASSETS	\$34,543,972 31	\$12,222,809 18 Inc
	DEFERRED ASSETS		
\$28,804 00	Working fund advances	\$34,279 56	\$5,475 56 Inc
148,828 47	Other deferred assets	159,588 66	10,760 19 Inc
\$177,632 47	TOTAL DEFERRED ASSETS	\$193,868 22	\$16,235 75 Inc
	UNADJUSTED DEBITS		
\$3,456 29	Rents and insurance premiums paid in advance	\$3,256 85	\$199 44 Dec
1,191,990 12	Discount on funded debt	1,050,440 52	141,549 60 Dec
2,392,206 45	Other unadjusted debits	2,137,112 87	255,093 58 Dec
\$3,587,652 86	TOTAL UNADJUSTED DEBITS	\$3,190,810 24	\$396,842 62 Dec
\$231,229,964 93		\$244,275,532 80	\$13,045,567 87 Inc

*The Michigan Central Railroad Company**COMPARATIVE CONDENSED GENERAL BALANCE SHEET, DECEMBER 31, 1928 and 1927*

LIABILITIES

1927	STOCK	1928	Comparison
<u>\$18,736,400 00</u>	Capital stock	<u>\$18,736,400 00</u>	<u>—</u>
	LONG TERM DEBT		
	Funded debt unmatured		
\$26,747,318 00	Equipment obligations	\$23,683,653 25	\$3,063,664 75 Dec
<u>40,778,000 00</u>	Mortgage bonds	<u>40,778,000 00</u>	<u>—</u>
\$67,525,318 00		\$64,461,653 25	\$3,063,664 75 Dec
22,579 09	Non-negotiable debt to affiliated companies		22,579 09 Dec
<u>\$67,547,897 09</u>	TOTAL LONG TERM DEBT	<u>\$64,461,653 25</u>	<u>\$3,086,243 84 Dec</u>
<u>\$86,284,297 09</u>	TOTAL CAPITALIZATION	<u>\$83,198,053 25</u>	<u>\$3,086,243 84 Dec</u>
	CURRENT LIABILITIES		
\$3,601,140 38	Traffic and car-service balances payable	\$4,646,101 11	\$1,044,960 73 Inc
4,272,470 55	Audited accounts and wages payable	3,910,621 93	361,848 62 Dec
281,373 68	Miscellaneous accounts payable	542,362 19	260,988 51 Inc
133,900 00	Interest matured unpaid	126,690 00	7,210 00 Dec
6,542 00	Dividends matured unpaid	6,042 00	500 00 Dec
3,747,280 00	Dividend declared, payable January 29, 1929	3,747,280 00	—
516,396 55	Unmatured interest accrued	484,316 22	32,080 33 Dec
427,774 87	Unmatured rents accrued	427,774 87	—
287,010 70	Other current liabilities	311,116 51	24,105 81 Inc
<u>\$13,273,888 73</u>	TOTAL CURRENT LIABILITIES	<u>\$14,202,304 83</u>	<u>\$928,416 10 Inc</u>
	DEFERRED LIABILITIES		
<u>\$144,800 29</u>	Other deferred liabilities	<u>\$202,544 11</u>	<u>\$57,743 82 Inc</u>
<u>\$144,800 29</u>	TOTAL DEFERRED LIABILITIES	<u>\$202,544 11</u>	<u>\$57,743 82 Inc</u>
	UNADJUSTED CREDITS		
\$6,592,690 91	Tax liability	\$6,443,447 69	\$149,243 22 Dec
33,764 44	Insurance and other casualty reserves	107,435 72	73,671 28 Inc
28,387,285 56	Accrued depreciation—equipment	31,709,392 12	3,322,106 56 Inc
133,201 41	Accrued depreciation—miscellaneous physical property	156,478 58	23,277 17 Inc
<u>7,402,152 40</u>	Other unadjusted credits	<u>7,827,479 05</u>	<u>425,326 65 Inc</u>
<u>\$42,549,094 72</u>	TOTAL UNADJUSTED CREDITS	<u>\$46,244,233 16</u>	<u>\$3,695,138 44 Inc</u>
	CORPORATE SURPLUS		
\$6,811,654 20	Additions to property through income and surplus	\$6,696,700 46	\$114,953 74 Dec
<u>82,166,229 90</u>	Profit and loss—balance	<u>93,731,696 99</u>	<u>11,565,467 09 Inc</u>
<u>\$88,977,884 10</u>	TOTAL CORPORATE SURPLUS	<u>\$100,428,397 45</u>	<u>\$11,450,513 35 Inc</u>
<u>\$231,229,964 93</u>		<u>\$244,275,532 80</u>	<u>\$13,045,567 87 Inc</u>

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CAPITALIZATION

Capital stock

Number of shares authorized	187,380	Par value authorized	\$18,738,000 00
Number of shares issued	187,380	Par value issued	\$18,738,000 00
Number of shares held by company	16	Par value held by company	1,600 00
Number of shares actually outstanding	187,364	Par value actually outstanding	\$18,736,400 00
Par value per share	\$100.00	Dividends declared during the year	40 per cent

Funded debt

MORTGAGE BONDS	Date of issue	Date of maturity	Amount of authorized issue	Amount issued and now outstanding	Rate of interest	Payable on the first day of
Michigan Central Railroad Co first ^③	1902	May 1, 1952	\$18,000,000 00	\$18,000,000 00	3½%	Nov and May
Michigan Central Railroad Co refunding and improvement-series A ^①	1917	Jan. 1, 1947	6,171,000 00	6,171,000 00	4½%	July and Jan
Michigan Central Railroad Co refunding and improvement-series B ^①	1920	July 1, 1935	507,000 00	507,000 00	6%	Jan and July
Gold debentures ^③	1909	April 1, 1929	25,000,000 00	7,634,000 00	4%	Oct and April
Grand River Valley Railroad first ^③	1909	Sept. 1, 1959	4,500,000 00	1,500,000 00	4%	Mch and Sept
Detroit & Bay City Railroad first ^②	1881	Mch. 1, 1931	4,000,000 00	4,000,000 00	5%	{ June, Sept, Dec, March
Kalamazoo & South Haven Railroad first ^②	1889	Nov. 1, 1939	700,000 00	700,000 00	5%	May and Nov
Michigan Air Line Railroad first ^②	1890	Jan. 1, 1940	2,600,000 00	2,600,000 00	4%	July and Jan
Jackson Lansing & Saginaw Railroad first ^③	1901	Sept. 1, 1951	2,000,000 00	1,695,000 00*	3½%	Mch and Sept
Joliet and Northern Indiana Railroad first ^③	1907	July 10, 1957	3,000,000 00	1,500,000 00	4%	Jan 10, July 10
Bay City & Battle Creek Railway Co first ^④	1889	Dec. 1, 1989	1,800,000 00	49,000 00†	3%	June and Dec
Toledo Canada Southern & Detroit Railway Co first ^⑤	1906	Jan. 1, 1956	4,500,000 00	3,100,000 00	4%	July and Jan
			Total	\$47,456,000 00		
Less Michigan Central Railroad Co refunding and improvement mortgage bonds nominally issued and held by or for the company				6,678,000 00		
			Total mortgage bonds actually outstanding	\$40,778,000 00		

EQUIPMENT TRUST OBLIGATIONS

Equipment trust certificates (M C R R) ^⑤	1915	Oct. 1, 1930	\$4,500,000 00	\$600,000 00	5%	Apl and Oct
Equipment trust certificates (M C R R) ^③	1917	Mch. 1, 1932	9,000,000 00	2,400,000 00	6%	Sept and Mch
Equipment trust certificates (N Y C R R) ^③	1920	April 15, 1935	7,014,971 25	3,273,653 25	7%	Oct 15, Apl 15
Equipment trust certificates (N Y C Lines) ^③	1922	June 1, 1937	5,595,000 00	3,357,000 00	5%	Dec and June
Equipment trust certificates (N Y C Lines) ^③	1922	Sept. 1, 1937	765,000 00	459,000 00	4½%	Mch and Sept
Equipment trust certificates (N Y C Lines) ^③	1923	June 1, 1938	9,480,000 00	6,320,000 00	5%	Dec and June
Equipment trust certificates (N Y C Lines) ^③	1924	June 1, 1939	3,495,000 00	2,563,000 00	5%	Dec and June
Equipment trust certificates (N Y C Lines) ^③	1924	Sept. 15, 1939	2,595,000 00	1,903,000 00	4½%	Mch 15, Sept 15
Equipment trust certificates (N Y C Lines) ^③	1925	May 15, 1940	3,510,000 00	2,808,000 00	4½%	Nov 15, May 15
			Total equipment trust obligations actually outstanding	\$23,683,653 25		
			Total funded debt actually outstanding	\$64,461,653 25		

TRUSTEES:

- ① Bankers Trust Company, New York
- ② Central Union Trust Company of New York
- ③ Guaranty Trust Company of New York

- ④ Metropolitan Trust Company, New York (now Chatham Phenix National Bank and Trust Company)
- ⑤ Fidelity-Philadelphia Trust Company, Philadelphia

* \$305,000 purchased and retired by the Land Grant Trustees
† Balance remaining out of an issue of \$250,000

*The Michigan Central Railroad Company***EQUIPMENT TRUSTS**

The following statement shows the character of the equipment included in Equipment Trusts together with the total amount of certificates or notes issued and the amount now outstanding:

MICHIGAN CENTRAL RAILROAD EQUIPMENT TRUST OF 1915

Company	Passenger cars	Freight cars	Certificates issued for not to exceed 90 per cent of cost bearing dividend at 5 per cent	Annual installment	Certificates redeemed	Balance certificates outstanding Dec. 31, 1928
M C R R	2	4,022	\$4,500,000 00	\$300,000 00	\$3,900,000 00	\$600,000 00

MICHIGAN CENTRAL RAILROAD EQUIPMENT TRUST OF 1917

Company	Loco-motives	Passenger cars	Freight cars	Certificates issued for not to exceed 80 per cent of cost bearing dividend at 6 per cent	Annual installment	Certificates redeemed	Balance certificates outstanding Dec. 31, 1928
M C R R	10	58	5,958	\$8,802,000 00	\$600,000 00	\$6,402,000 00	\$2,400,000 00

NEW YORK CENTRAL RAILROAD COMPANY EQUIPMENT TRUST OF 1920

Company	Loco-motives	Passenger cars	Freight cars	Certificates issued for not to exceed 75 per cent of cost bearing dividend at 7 per cent	Annual installment	Certificates redeemed	Balance certificates outstanding Dec. 31, 1928
M C R R	26	40	1,948	\$7,014,971 25	\$467,664 75	\$3,741,318 00	\$3,273,653 25

N Y C LINES EQUIPMENT TRUST OF 1922

Company	Loco-motives	Passenger cars	Freight cars	Certificates issued for not to exceed 75 per cent of cost bearing dividend at 5 per cent	Annual installments	Certificates redeemed	Balance certificates outstanding Dec. 31, 1928
M C R R	10	2	3,498	\$5,595,000 00	\$373,000 00	\$2,238,000 00	\$3,357,000 00
N Y C R R	50	—	5,015	8,580,000 00	572,000 00	3,432,000 00	5,148,000 00
C C C & St L Ry	15	—	4,026	5,625,000 00	375,000 00	2,250,000 00	3,375,000 00
C N R R	—	—	1,008	1,155,000 00	77,000 00	462,000 00	693,000 00
P & L E R R	—	—	2,510	3,345,000 00	223,000 00	1,338,000 00	2,007,000 00
P McK & Y R R	—	—	2,508	3,345,000 00	223,000 00	1,338,000 00	2,007,000 00
Totals	75	2	18,565	\$27,645,000 00	\$1,843,000 00	\$11,058,000 00	\$16,587,000 00

N Y C LINES FOUR AND ONE-HALF PER CENT EQUIPMENT TRUST OF 1922

Company	Loco-motives	Certificates issued for not to exceed 75 per cent of cost bearing dividend at 4½ per cent	Annual installments	Certificates redeemed	Balance certificates outstanding Dec. 31, 1928
M C R R	15	\$765,000 00	\$51,000 00	\$306,000 00	\$459,000 00
N Y C R R	160	5,535,000 00	569,000 00	3,414,000 00	5,121,000 00
C C C & St L Ry	65	3,360,000 00	224,000 00	1,344,000 00	2,016,000 00
Totals	240	\$12,660,000 00	\$844,000 00	\$5,064,000 00	\$7,596,000 00

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EQUIPMENT TRUSTS (concluded)

N Y C LINES EQUIPMENT TRUST OF 1923

Company	Loco- motives	Passenger cars	Freight cars	Certificates issued for not to exceed 75 per cent of cost bearing dividend at 5 per cent	Annual installments	Certificates redeemed	Balance certificates outstanding Dec. 31, 1928
M C R R	-	39	3,986	\$9,480,000 00	\$632,000 00	\$3,160,000 00	\$6,320,000 00
N Y C R R	8	184	2,013	6,930,000 00	462,000 00	2,310,000 00	4,620,000 00
C C C & St L Ry	-	48	-	930,000 00	62,000 00	310,000 00	620,000 00
Totals	8	271	5,999	\$17,340,000 00	\$1,156,000 00	\$5,780,000 00	\$11,560,000 00

N Y C LINES EQUIPMENT TRUST OF 1924

Company	Loco- motives	Passenger cars	Freight cars	Certificates issued for not to exceed 75 per cent of cost bearing dividend at 5 per cent	Annual installments	Certificates redeemed	Balance certificates outstanding Dec. 31, 1928
M C R R	25	17	999	\$3,495,000 00	\$233,000 00	\$932,000 00	\$2,563,000 00
N Y C R R	61	110	5,270	14,745,000 00	983,000 00	3,932,000 00	10,813,000 00
C C C & St L Ry	45	-	2,220	6,405,000 00	427,000 00	1,708,000 00	4,697,000 00
C N R R	-	-	255	405,000 00	27,000 00	108,000 00	297,000 00
Totals	131	127	8,744	\$25,050,000 00	\$1,670,000 00	\$6,680,000 00	\$18,370,000 00

N Y C LINES FOUR AND ONE-HALF PER CENT EQUIPMENT TRUST OF 1924

Company	Loco- motives	Passenger cars	Freight cars	Certificates issued for not to exceed 75 per cent of cost bearing dividend at 4½ per cent	Annual installments	Certificates redeemed	Balance certificates outstanding Dec. 31, 1928
M C R R	2	25	998	\$2,595,000 00	\$173,000 00	\$692,000 00	\$1,903,000 00
N Y C R R	48	190	4,218	12,720,000 00	848,000 00	3,392,000 00	9,328,000 00
C C C & St L Ry	5	55	2,305	5,640,000 00	376,000 00	1,504,000 00	4,136,000 00
Totals	55	270	7,521	\$20,955,000 00	\$1,397,000 00	\$5,588,000 00	\$15,367,000 00

N Y C LINES EQUIPMENT TRUST OF 1925

Company	Passenger cars	Freight cars	Certificates issued for not to exceed 75 per cent of cost bearing dividend at 4½ per cent	Annual installments	Certificates redeemed	Balance certificates outstanding Dec. 31, 1928
M C R R	12	1,957	\$3,398,000 00	\$234,000 00	\$590,000 00	\$2,808,000 00
N Y C R R	257	3,694	10,526,000 00	734,000 00	1,718,000 00	8,808,000 00
C C C & St L Ry	65	4,794	7,778,000 00	532,000 00	1,394,000 00	6,384,000 00
Totals	334	10,445	\$21,702,000 00	\$1,500,000 00	\$3,702,000 00	\$18,000,000 00

*The Michigan Central Railroad Company***INVESTMENTS****IMPROVEMENTS ON LEASED RAILWAY PROPERTY**

Battle Creek & Sturgis Railway	\$21,343 06
Bay City Belt Line Railroad	4,419 03
Canada Southern Bridge	Credit 3,808 35
Canada Southern Railway	900,463 77
Detroit Manufacturers Railroad	94,927 78
Detroit Toledo & Milwaukee Railroad	95,340 60
Indiana Harbor Belt Railroad	9,831 80
Joliet & Northern Indiana Railroad	2,294,069 31
New York Central Railroad—Benton Harbor Extension	10,489 17
St Joseph South Bend & Southern Railroad	98,461 42
St Clair & Western Railroad	Credit 1,726 05
Total	\$3,523,811 54

DEPOSITS IN LIEU OF MORTGAGED PROPERTY SOLD

Account land at Jackson	\$3,794 50
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INVESTMENTS IN MISCELLANEOUS PHYSICAL PROPERTY

Peninsular Stove Co—property	\$2,000,002 31
Detroit stockyards	1,021,950 23
Detroit land—Union Trust Company	254,740 83
Detroit lands—special	15,450 00
Bay City, land for freight house	29,532 93
Real estate—Backus property	169,312 37
Land, Woodward Avenue	130,702 07
Quarry, Joliet	1 00
Rail leased to sundry parties	34,532 90
Jackson, land for new belt line and coach yard	36,060 36
Grand Rapids, land for new freight yard	1,309 36
Gravel pit, Toledo	12,613 88
Land Grant lands—Union Trust Company	1 00
Total	\$3,706,209 24

INVESTMENTS IN AFFILIATED COMPANIES—STOCKS

	Total outstanding	Shares	Held by this company Par value
Battle Creek & Sturgis Railway Co	\$500,000 00	4,175	\$417,500 00
Canada Southern Railway Co	15,000,000 00	81,601	8,160,100 00
Chicago Kalamazoo & Saginaw Railway Co	450,000 00	2,700	270,000 00
Detroit Manufacturers Railroad	300,000 00	1,773	177,300 00
Detroit River Tunnel Company	3,000,000 00	30,000	3,000,000 00
Detroit Terminal Railroad Co	2,000,000 00	5,000	500,000 00
Detroit Toledo & Milwaukee Railroad Co	1,060,000 00	5,300	530,000 00
Indiana Harbor Belt Railroad Co	7,600,000 00	22,800	2,280,000 00
Joliet & Northern Indiana Railroad Co	300,000 00	3,000	300,000 00
Lansing Manufacturers Railroad	100,000 00	500	50,000 00
Lansing Transit Railway Co	2,000 00	10	1,000 00
Mackinac Transportation Company	65,000 00	216 $\frac{3}{4}$	21,666 67
Toledo Terminal Railroad Co	4,000,000 00	3,872	387,200 00
Toronto Hamilton & Buffalo Railway Co	5,415,000 00	11,810	1,181,000 00
Total			\$17,275,766 67

INVESTMENTS IN AFFILIATED COMPANIES—BONDS

	Total outstanding	Held by this company par value
Battle Creek & Sturgis Railway Co first mortgage	\$500,000 00	\$24,000 00
Chicago Kalamazoo & Saginaw Railway Co first mortgage	468,000 00	281,000 00
Toledo Terminal Railroad Co first mortgage	5,241,000 00	137,000 00
Toronto Hamilton & Buffalo Railway Co consolidated gold mortgage	2,000,000 00	250,000 00
Total		\$692,000 00

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INVESTMENTS (concluded)

		Held by this company par value
INVESTMENTS IN AFFILIATED COMPANIES—ADVANCES		
Canada Southern Railway Co		\$5,260,439 36
Detroit River Tunnel Company		120,844 70
Lansing Manufacturers Railroad		117,646 94
Lansing Transit Railway Co		8,917 84
Mackinac Transportation Company		192,226 24
Total		<u>\$5,700,075 08</u>
OTHER INVESTMENTS—STOCKS		
Kansas Oklahoma & Gulf Railway Co		\$1,035 49
Birch Hill Country Club, Detroit, Michigan		100 00
Total		<u>\$1,135 49</u>
OTHER INVESTMENTS—BONDS		
United States of America First Liberty Loan converted 4¼%		\$50 00
United States of America Fourth Liberty Loan 4¼%		3,000,000 00
United States of America Treasury bonds 4%		3,000,000 00
Total		<u>\$6,000,050 00</u>
OTHER INVESTMENTS		
Jewell Polar Co—Note		\$13 15
Coe Terminal Warehouse Company—Advances		551,068 12
Membership Certificate—Chicago Board of Trade		1 00
Dixie Fuel and Supply Company—Land Contract		11,200 00
White Star Refining Company—Land Contract		37,800 00
Standard Club of Chicago		1 00
Columbian Storage & Transfer Co—Land Contract		24,300 00
Total		<u>\$624,383 27</u>

SUMMARY OF INVESTMENTS

Road and equipment				\$176,008,752 83
Improvements on leased or controlled railway property				3,523,811 54
Deposits in lieu of mortgaged property sold				3,794 50
Miscellaneous physical property				3,706,209 24
Investments in affiliated companies—Stocks, par value	\$17,275,766 67	ledger value	\$9,838,036 25	
Bonds, par value	692,000 00	ledger value	568,773 59	
Advances			5,700,075 08	16,106,884 92
Other investments—				
Stocks, par value	\$1,135 49	ledger value	\$1,563 42	
Bonds, par value	6,000,050 00	ledger value	6,371,482 31	
Miscellaneous			624,383 27	6,997,429 00
Total investments				<u>\$206,346,882 03</u>

The Michigan Central Railroad Company

EXPENDITURES FOR ADDITIONS AND BETTERMENTS

ROAD	Owmed railway property	Leased railway property
Engineering	\$10,355 86	\$1,797 24
Land for transportation purposes	579,559 93	54,107 31
Grading	92,210 92	3,944 08
Bridges, trestles and culverts	627,502 77	70,632 76
Ties	69,043 04	818 72
Rails	81,651 83	8,977 35
Other track material	260,066 27	18,236 60
Ballast	18,589 68	802 40*
Track laying and surfacing	5,405 10	3,996 72
Right-of-way fences	6,421 61	
Crossings and signs	31,955 48	2,784 60
Station and office buildings	287,875 85	4,714 46
Roadway buildings	12,408 19*	
Water stations	10,482 76	15 36
Fuel stations	1,010 86	
Shops and engine houses	16,299 89*	39 37*
Wharves and docks	3,787 48	
Telegraph and telephone lines	9,412 93*	1,978 18
Signals and interlockers	29,704 93	2,288 47*
Power plant buildings	72,012 51*	
Power substation buildings	1,274 17	
Power transmission systems	30,107 41	
Power distribution systems	35,798 00	
Power line poles and fixtures	1,329 33	
Underground conduits	21,892 08	
Miscellaneous structures	5,088 54*	
Paving	39,930 31*	
Roadway machines	3,989 71	
Roadway small tools	633 00	
Assessments for public improvements	41,227 59	7,375 75
Other expenditures—road	8,541 19*	
Shop machinery	116,734 76	.740 33
Power plant machinery	55,889 75	
Power substation apparatus	3,909 69	
Total road expenditures	\$2,264,716 30	\$176,989 22
EQUIPMENT†		
Steam locomotives	\$1,069,793 05*	
Freight-train cars	505,248 56*	
Passenger-train cars	35,829 21*	
Work equipment	91,804 19	
Miscellaneous equipment	1,222 29	
Total equipment expenditures	\$1,517,844 34*	
MISCELLANEOUS EXPENDITURES		
Interest during construction	\$10,903 55	\$10 34
Expenditures for the year	\$757,775 51	\$176,999 56
Investment in road and equipment as of December 31, 1927	175,250,977 32	3,346,811 98
Totals to December 31, 1928	\$176,008,752 83	\$3,523,811 54

* Credit

† Including trust equipment

The expenditures for leased line improvements were made upon the following-named properties:

Battle Creek & Sturgis Railway	\$4,357 23
Bay City Belt Line Railroad	2,391 68
Canada Southern Bridge	2,399 71
Detroit Manufacturers Railroad	2,997 39
Detroit Toledo & Milwaukee Railroad	11,350 46
Joliet & Northern Indiana Railroad	145,969 24
New York Central Railroad—Benton Harbor Extension	1,547 29
St Joseph South Bend & Southern Railroad	6,288 81
St Clair & Western Railroad	302 25*
Total	\$176,999 56

* Credit adjustment

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EXPENDITURES FOR ADDITIONS AND BETTERMENTS (*concluded*)*Analysis of changes in Equipment Investment account*

EQUIPMENT ADDED, including betterments:		TRUST	OWNED	TOTAL
Steam locomotives		\$5,237 31	\$283,418 21	\$288,655 52
Freight-train cars		6,443 60	14,645 17	21,088 77
Passenger-train cars		4,063 19	233,098 57	237,161 76
Work equipment			113,386 50	113,386 50
Miscellaneous equipment			7,726 81	7,726 81
	Totals	\$15,744 10	\$652,275 26	\$668,019 36
EQUIPMENT RETIRED				
Steam locomotives		\$190,382 57	\$1,168,066 00	\$1,358,448 57
Freight-train cars		13,296 29	513,041 04	526,337 33
Passenger-train cars		28,856 21	244,134 76	272,990 97
Work equipment			21,582 31	21,582 31
Miscellaneous equipment			6,504 52	6,504 52
	Totals	\$232,535 07	\$1,953,328 63	\$2,185,863 70
Net decrease in trust equipment				\$216,790 97
Net decrease in owned equipment				1,301,053 37
Net decrease in equipment investment				\$1,517,844 34

DETAIL OF RAILWAY OPERATING REVENUES

REVENUES FROM TRANSPORTATION	1928	1927	Increase	Decrease
Freight	\$64,098,143 67	\$60,355,090 02	\$3,743,053 65	
Passenger	19,792,566 77	20,202,686 31		\$410,119 54
Excess baggage	133,972 37	130,633 04	3,339 33	
Parlor and chair car	3,109 54	4,731 04		1,621 50
Mail	1,115,531 12	1,048,584 86	66,946 26	
Express	4,039,628 41	4,115,980 20		76,351 79
Other passenger train	242,314 84	239,082 60	3,232 24	
Milk	191,773 46	198,324 22		6,550 76
Switching	1,668,776 07	1,531,389 93	137,386 14	
Special service train	14,219 16	19,535 00		5,315 84
Total	\$91,300,035 41	\$87,846,037 22	\$3,453,998 19	
INCIDENTAL AND JOINT FACILITY				
Dining and buffet	\$1,071,643 52	\$1,013,569 79	\$58,073 73	
Hotel and restaurant	37,291 86	46,969 61		\$9,677 75
Station and train privileges	74,016 79	78,032 25		4,015 46
Parcel room	30,095 20	31,968 70		1,873 50
Storage—freight	42,328 98	39,405 70	2,923 28	
Storage—baggage	16,377 97	17,422 14		1,044 17
Demurrage	343,908 73	276,735 76	67,172 97	
Telegraph and telephone	2,464 46	3,037 77		573 31
Stockyard	331 48	517 68		186 20
Rents of buildings and other property	85,702 32	89,602 86		3,900 54
Miscellaneous	189,639 28	158,739 91	30,899 37	
Joint facility—Cr.	34,910 62	161,126 74		126,216 12
Joint facility—Dr.	11,253 42	12,564 18	1,310 76	
Total	\$1,917,457 79	\$1,904,564 73	\$12,893 06	
Total railway operating revenues	\$93,217,493 20	\$89,750,601 95	\$3,466,891 25	

*The Michigan Central Railroad Company***DETAIL OF RAILWAY OPERATING EXPENSES**

MAINTENANCE OF WAY AND STRUCTURES	1928	1927	Increase	Decrease
Superintendence	\$632,118 74	\$610,392 60	\$21,726 14	
Roadway maintenance	988,367 61	976,229 04	12,138 57	
Tunnels and subways	18,167 42	19,529 72		\$1,362 30
Bridges, trestles and culverts	332,213 19	261,992 23	70,220 96	
Bridges, trestles and culverts—depreciation	30,100 00	32,608 37		2,508 37
Ties	1,157,902 26	1,214,069 21		56,166 95
Rails	826,891 99	784,323 33	42,568 66	
Other track material	754,344 36	825,082 63		70,738 27
Ballast	423,879 74	611,587 80		187,708 06
Track laying and surfacing	2,605,928 35	2,735,884 65		129,956 30
Right-of-way fences	43,842 74	44,067 06		224 32
Snow and sand fences and snowsheds	1,335 42	1,361 70		26 28
Crossings and signs	269,591 87	268,444 12	1,147 75	
Station and office buildings	393,050 26	380,319 28	12,730 98	
Roadway buildings	22,687 21	26,313 61		3,626 40
Water stations	100,847 25	115,261 25		14,414 00
Fuel stations	52,865 12	42,213 32	10,651 80	
Shops and enginehouses	304,184 11	343,012 03		38,827 92
Grain elevators		125 39		125 39
Wharves and docks	2,031 13	5,846 91		3,815 78
Telegraph and telephone lines	67,924 80	71,927 99		4,003 19
Signals and interlockers	329,558 58	409,072 84		79,514 26
Power plant buildings	20,674 42*	18,466 24		39,140 66
Power substation buildings	970 74	1,416 90		446 16
Power transmission systems	1,585 46	4,634 40		3,048 94
Power distribution systems	23,773 66	35,774 90		12,001 24
Power line poles and fixtures	7,582 73	5,860 09	1,722 64	
Underground conduits	41 87	147 43		105 56
Miscellaneous structures	5,553 07	928 17	4,624 90	
Paving	3,991 60	22,779 99		18,788 39
Roadway machines	43,569 91	34,947 20	8,622 71	
Small tools and supplies	141,670 85	110,902 54	30,768 31	
Removing snow, ice and sand	139,537 98	137,022 35	2,515 63	
Assessments for public improvements	3,225 86	3,470 24		244 38
Injuries to persons	39,381 33	1,950 25	37,431 08	
Insurance	47,957 08	37,344 63	10,612 45	
Stationery and printing	17,597 63	22,824 59		5,226 96
Other expenses	166 27	147 03	19 24	
Maintaining joint tracks, yards and other facilities—Dr.	530,864 90	450,428 00	80,436 90	
Maintaining joint tracks, yards and other facilities—Cr.	351,166 73	323,791 11		27,375 62
Total	<u>\$9,993,461 94</u>	<u>\$10,344,918 92</u>		<u>\$351,456 98</u>

MAINTENANCE OF EQUIPMENT

Superintendence	\$569,577 43	\$556,710 40	\$12,867 03	
Shop machinery	318,224 85	324,198 23		\$5,973 38
Power plant machinery	11,744 06	16,979 50		5,235 44
Power substation apparatus	2,388 04	5,519 25		3,131 21
Steam locomotives—repairs	5,394,115 87	5,015,206 88	378,908 99	
Steam locomotives—depreciation	669,419 39	679,363 84		9,944 45
Steam locomotives—retirements	373,191 09	203,674 18	169,516 91	
Other locomotives—repairs	27,806 37	28,524 38		718 01
Other locomotives—depreciation	20,855 76	24,257 58		3,401 82
Carried forward	<u>\$7,387,322 86</u>	<u>\$6,854,434 24</u>		

* Credit

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DETAIL OF RAILWAY OPERATING EXPENSES (continued)

MAINTENANCE OF EQUIPMENT (concluded)		1928	1927	Increase	Decrease
	<i>Brought forward</i>	\$7,387,322 86	\$6,854,434 24		
Freight-train cars—repairs		6,000,336 16	4,984,295 71	\$1,016,040 45	
Freight-train cars—depreciation		2,515,884 04	2,529,577 89		\$13,693 85
Freight-train cars—retirements		229,141 74	100,697 38	128,444 36	
Passenger-train cars—repairs		1,244,467 07	1,293,565 85		49,098 78
Passenger-train cars—depreciation		398,011 09	352,740 00	45,271 09	
Passenger-train cars—retirements		99,410 60	38,953 51	60,457 09	
Work equipment—repairs		266,252 00	231,308 53	34,943 47	
Work equipment—depreciation		66,961 35	64,687 96	2,273 39	
Work equipment—retirements		7,393 47	11,309 50		3,916 03
Miscellaneous equipment—repairs		5,504 62	7,334 47		1,829 85
Miscellaneous equipment—depreciation		6,437 14	6,245 77	191 37	
Miscellaneous equipment—retirements		34 63	1,883 19		1,848 56
Injuries to persons		24,012 63	13,628 68	10,383 95	
Insurance		49,750 12	42,411 50	7,338 62	
Stationery and printing		30,865 33	34,601 95		3,736 62
Other expenses		8,457 45	7,489 73	967 72	
Maintaining joint equipment—Dr.		113,875 30	157,490 61		43,615 31
Maintaining joint equipment—Cr.		24,705 64	13,768 46		10,937 18
Total		\$18,429,411 96	\$16,718,888 01	\$1,710,523 95	
TRAFFIC EXPENSES					
Superintendence		\$591,832 56	\$579,105 95	\$12,726 61	
Outside agencies		655,537 42	599,972 21	55,565 21	
Advertising		144,781 44	147,512 42		\$2,730 98
Traffic associations		43,927 67	37,171 69	6,755 98	
Fast freight lines		2,520 84	2,103 96	416 88	
Industrial and immigration bureaus		20,625 65	21,136 00		510 35
Insurance		665 87	723 95		58 08
Stationery and printing		139,679 82	123,248 00	16,431 82	
Other expenses		17 40	102 25		84 85
Total		\$1,599,588 67	\$1,511,076 43	\$88,512 24	
TRANSPORTATION EXPENSES					
Superintendence		\$988,199 82	\$1,004,270 71		\$16,070 89
Dispatching trains		203,502 74	208,942 02		5,439 28
Station employees		3,864,444 55	3,809,034 47	\$55,410 08	
Weighing, inspection and demurrage bureaus		55,705 37	62,717 93		7,012 56
Station supplies and expenses		267,588 19	270,778 50		3,190 31
Yardmasters and yard clerks		1,144,886 87	1,138,552 89	6,333 98	
Yard conductors and brakemen		3,191,302 51	3,048,636 58	142,665 93	
Yard switch and signal tenders		375,214 92	374,092 99	1,121 93	
Yard enginemen		1,894,057 69	1,772,529 53	121,528 16	
Yard motormen		10,030 16	9,815 88	214 28	
Fuel for yard locomotives		1,605,292 00	1,607,081 23		1,789 23
Yard switching power produced		11,776 83	12,471 98		695 15
Water for yard locomotives		67,349 34	69,801 79		2,452 45
Lubricants for yard locomotives		29,586 38	30,695 93		1,109 55
Other supplies for yard locomotives		9,769 15	10,443 74		674 59
Enginehouse expenses—yard		372,645 31	382,400 04		9,754 73
Yard supplies and expenses		68,458 11	57,012 70	11,445 41	
Operating joint yards and terminals—Dr.		1,427,524 21	1,430,546 22		3,022 01
Operating joint yards and terminals—Cr.		368,520 13	385,524 75	17,004 62	
Train enginemen		2,429,343 52	2,368,361 38	60,982 14	
Train motormen		90,207 30	85,372 11	4,835 19	
Fuel for train locomotives		4,729,389 69	4,821 441 73		92,052 04
Carried forward		\$22,467,754 53	\$22,189,475 60		

The Michigan Central Railroad Company

DETAIL OF RAILWAY OPERATING EXPENSES (concluded)

TRANSPORTATION EXPENSES (concluded)	1928	1927	Increase	Decrease
<i>Brought forward</i>	\$22,467,754 53	\$22,189,475 60		
Train power produced	47,759 59	50,032 78		\$2,273 19
Water for train locomotives	244,731 42	261,782 08		17,050 66
Lubricants for train locomotives	90,722 72	91,323 64		600 92
Other supplies for train locomotives	40,798 01	36,791 40	\$4,006 61	
Enginehouse expenses—train	610,601 54	623,987 69		13,386 15
Trainmen	2,817,601 68	2,854,005 87		36,404 19
Train supplies and expenses	1,264,152 64	1,212,450 67	51,701 97	
Signal and interlocker operation	375,761 37	369,291 39	6,469 98	
Crossing protection	326,207 66	368,032 23		41,824 57
Drawbridge operation	18,828 73	17,400 30	1,428 43	
Telegraph and telephone operation	261,504 48	254,534 59	6,969 89	
Stationery and printing	228,813 65	234,876 37		6,062 72
Other expenses	24,825 41	38,837 65		14,012 24
Operating joint tracks and facilities—Dr.	188,290 34	421,101 68		232,811 34
Operating joint tracks and facilities—Cr.	242,303 44	253,530 49	11,227 05	
Insurance	38,509 13	31,318 66	7,190 47	
Clearing wrecks	32,747 84	42,862 01		10,114 17
Damage to property	27,170 52	56,219 50		29,048 98
Damage to live stock on right of way	2,767 07	1,983 61	783 46	
Loss and damage—freight	216,053 03	361,218 62		145,165 59
Loss and damage—baggage	2,060 36	1,722 56	337 80	
Injuries to persons	329,539 41	260,046 86	69,492 55	
Total	\$29,414,897 69	\$29,525,765 27		\$110,867 58
MISCELLANEOUS OPERATIONS				
Dining and buffet service	\$1,238,584 10	\$1,123,464 74	\$115,119 36	
Hotels and restaurants	36,321 71	44,269 65		\$7,947 94
Stockyards	509 78	114 60	395 18	
Total	\$1,275,415 59	\$1,167,848 99	\$107,566 60	
GENERAL EXPENSES				
Salaries and expenses of general officers	\$195,514 24	\$172,695 07	\$22,819 17	
Salaries and expenses of clerks and attendants	1,096,638 13	1,114,956 04		\$18,317 91
General office supplies and expenses	82,440 18	90,627 95		8,187 77
Law expenses	193,458 47	192,450 25	1,008 22	
Insurance	1,975 97	2,702 67		726 70
Pensions	197,524 02	1,149,065 02		951,541 00
Stationery and printing	71,737 18	72,866 75		1,129 57
Valuation expenses	99,172 25	140,130 47		40,958 22
Other expenses	62,816 12	68,314 12		5,498 00
General joint facilities—Dr.	256 11	22,521 77		22,265 66
Total	\$2,001,532 67	\$3,026,330 11		\$1,024,797 44
TRANSPORTATION FOR INVESTMENT—CR.	\$70,373 41	\$50,539 57		\$19,833 84
Total railway operating expenses	\$62,643,935 11	\$62,244,288 16	\$399,646 95	

RATIO OF RAILWAY OPERATING EXPENSES, BY GROUPS, TO RAILWAY OPERATING REVENUES

	1928	1927
Maintenance of way and structures	10.72	11.53
Maintenance of equipment	19.77	18.63
Traffic expenses	1.72	1.68
Transportation expenses	31.55	32.90
Miscellaneous operations	1.37	1.30
General expenses	2.15	3.37
Transportation for investment—Cr.	.08	.06
Total	67.20	69.35

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TAXES ACCRUED

	1928	1927	Increase	Decrease
On the value of real and personal property	\$4,167,168 82	\$3,978,826 55	\$188,342 27	
Railroad Commissioners' assessments, Ohio	3,225 48	2,992 48	233 00	
Federal Government income tax	1,539,788 66	1,807,805 45		\$268,016 79
Canadian income tax	617,753 73	458,090 16	159,663 57	
Total railway taxes accrued	\$6,327,936 69	\$6,247,714 64	\$80,222 05	
Taxes charged to "Miscellaneous operations"	25,527 43	27,390 93		\$1,863 50
Miscellaneous tax accruals	64,361 92	70,474 24		6,112 32
Total	\$6,417,826 04	\$6,345,579 81	\$72,246 23	

HIRE OF EQUIPMENT ACCOUNT

RECEIVED	1928	1927	Comparison
Freight cars: Leased	\$387,961 23	\$399,687 40	\$11,726 17 Dec
Interchanged	6,830,557 44	7,836,776 30	1,006,218 86 Dec
	\$7,218,518 67	\$8,236,463 70	\$1,017,945 03 Dec
Locomotives	32,115 85	41,919 55	9,803 70 Dec
Passenger cars	437,270 40	416,795 36	20,475 04 Inc
Work equipment	16,973 77	3,792 14	13,181 63 Inc
Totals	\$7,704,878 69	\$8,698,970 75	\$994,092 06 Dec
PAID			
Freight cars: Leased		\$11,934 85	\$11,934 85 Dec
Interchanged	\$6,539,201 02	6,312,113 61	227,087 41 Inc
Private	1,057,623 75	1,455,040 12	397,416 37 Dec
	\$7,596,824 77	\$7,779,088 58	\$182,263 81 Dec
Locomotives	81,246 92	97,243 62	15,996 70 Dec
Passenger cars	537,931 56	518,889 38	19,042 18 Inc
Work equipment	2,231 80	7,927 71	5,695 91 Dec
Floating equipment	55*	1,042 64	1,043 19 Dec
Totals	\$8,218,234 50	\$8,404,191 93	\$185,957 43 Dec

* Credit

NET BALANCES	1928	1927	Comparisons as affecting net credit balance
Freight cars: Leased	Credit balance \$387,961 23	Credit balance \$387,752 55	\$208 68 Inc
Interchanged	Credit balance 291,356 42	Credit balance 1,524,662 69	1,233,306 27 Dec
Private	Debit balance 1,057,623 75	Debit balance 1,455,040 12	397,416 37 Inc
Total freight cars	Debit balance \$378,306 10	Credit balance \$457,375 12	\$835,681 22 Dec
Locomotives	Debit balance 49,131 07	Debit balance 55,324 07	6,193 00 Inc
Passenger cars	Debit balance 100,661 16	Debit balance 102,094 02	1,432 86 Inc
Work equipment	Credit balance 14,741 97	Debit balance 4,135 57	18,877 54 Inc
Floating equipment	Credit balance 55	Debit balance 1,042 64	1,043 19 Inc
Net debit balance	\$513,355 81	Net credit balance \$294,778 82	\$808,134 63 Dec

JOINT FACILITY RENT ACCOUNT

	1928	1927	Comparison
Amount paid for use of facilities maintained by other companies	\$924,441 55	\$918,395 74	\$6,045 81 Inc
Amount received for use of facilities maintained by this company	373,207 42	379,512 50	6,305 08 Dec
Debit balance	\$551,234 13	\$538,883 24	\$12,350 89 Inc

*The Michigan Central Railroad Company**DEDUCTIONS FROM GROSS INCOME**Rent for leased roads*

BATTLE CREEK AND STURGIS RAILWAY		
Interest at 3% on \$421,000 first mortgage bonds		\$12,630 00
CANADA SOUTHERN RAILWAY		
Interest at 5% on \$22,500,000 consolidated mortgage bonds	\$1,125,000 00	
Interest at 4% on \$130,000 Leamington & St Clair mortgage bonds	5,200 00	
Cash rental, 3% on \$15,000,000 capital stock	450,000 00	1,580,200 00
DETROIT MANUFACTURERS' RAILROAD		
Cash rental		15,150 00
DETROIT RIVER TUNNEL		
Interest at 4½% on \$18,000,000 first mortgage bonds	\$810,000 00	
Cash rental, 8% on \$3,000,000 capital stock	240,000 00	1,050,000 00
JOLIET AND NORTHERN INDIANA RAILROAD		
Dividend at 5% on \$300,000 capital stock		15,000 00
NEW YORK CENTRAL RAILROAD (BENTON HARBOR EXTENSION, ETC)		
Cash rental		5,000 00
ST JOSEPH SOUTH BEND AND SOUTHERN RAILROAD		
Cash rental		20,000 00
VARIOUS COMPANIES for sidings, team and yard tracks		
		38,613 38
Total rent for leased roads		<u>\$2,736,593 38</u>

Interest on funded debt

MORTGAGE BONDS			
Michigan Central Railroad Co first mortgage	3½%	\$630,000 00	
Grand River Valley Railroad first mortgage	4%	60,000 00	
Jackson Lansing & Saginaw Railroad first mortgage	3½%	59,325 00	
Michigan Air Line Railroad first mortgage	4%	104,000 00	
Detroit & Bay City Railroad first mortgage	5%	200,000 00	
Kalamazoo & South Haven Railroad first mortgage	5%	35,000 00	
Bay City & Battle Creek Railway Co first mortgage	3%	1,470 00	
Toledo Canada Southern & Detroit Railway Co first mortgage	4%	124,000 00	
Joliet & Northern Indiana Railroad first mortgage	4%	60,000 00	
Gold debentures of 1909	4%	305,360 00	\$1,579,155 00
EQUIPMENT TRUST OBLIGATIONS			
Equipment trust certificates of 1915	5%	\$41,250 00	
Equipment trust certificates of 1917	6%	150,000 00	
Equipment trust certificates of April 15, 1920	7%	238,703 86	
Equipment trust certificates of June 1, 1922	5%	175,620 84	
Equipment trust certificates of September 1, 1922	4½%	22,185 00	
Equipment trust certificates of June 1, 1923	5%	329,166 67	
Equipment trust certificates of June 1, 1924	5%	133,004 16	
Equipment trust certificates of September 15, 1924	4½%	91,149 38	
Equipment trust certificates of May 15, 1925	4½%	130,308 75	1,311,388 66
Total interest on funded debt			<u>\$2,890,543 66</u>

DIVIDENDS

No. 134, 20 per cent on 187,364 shares, declared June 13, 1928, payable July 28, 1928	\$3,747,280 00
No. 135, 20 per cent on 187,364 shares, declared December 12, 1928, payable January 29, 1929	3,747,280 00
Total for year, 40 per cent	<u>\$7,494,560 00</u>

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TABLE OF TRACKS

MAIN LINE OWNED		State	MILES OF MAIN TRACK				Yards and sidings	Total
			First	Second	Third	Fourth		
Michigan Central Railroad	Detroit.....19956' W of New Buffalo	Mich	222.67	222.44	5.18	4.85	433.81	888.95
	W of New Buffalo..2556' W of Hammond	Ind	42.46	42.46	1.38	1.37	40.76	128.43
	W of Hammond.....Kensington	Ill	6.52	6.52	1.36	1.32	54.94	70.66
	Total main line owned		271.65	271.42	7.92	7.54	529.51	1,088.04
BRANCHES OWNED								
Air Line Branch	Jackson.....Niles	Mich	107.66	3.84	-	-	37.48	148.98
	South Bend Branch	"	5.47	-	-	-	3.40	8.87
South Haven Branch	S of Bertrand.....South Bend	Ind	5.97	-	-	-	5.48	11.45
	Kalamazoo.....South Haven	Mich	39.34	-	-	-	7.34	46.68
Lansing Branch	Jackson.....Bay City	"	114.37	13.18	-	-	76.86	204.41
	Bay City.....Mackinaw City	"	182.04	1.94	-	-	99.32	283.30
Mackinaw Branch	Pinconning.....Gladwin	"	27.90	-	-	-	5.36	33.26
	Mt Forest.....Bentley	"	4.69	-	-	-	-	4.69
Twin Lakes Branch	Grayling.....Lewiston	"	27.26	-	-	-	19.77	47.03
	Sallings.....Johannesburg	"	13.78	-	-	-	20.64	34.42
Bagley Branch	Bay City W S.....Midland	"	18.18	-	-	-	7.00	25.18
	Frederic.....East Jordan	"	42.65	-	-	-	7.08	49.73
North Midland Branch	Rives Junction.....Grand Rapids	"	83.82	-	-	-	24.15	107.97
	Detroit.....Bay City	"	107.44	7.55	-	-	86.85	201.84
East Jordan Branch	Caro Branch	"	33.54	-	-	-	9.61	43.15
	Saginaw Branch	"	15.76	-	-	-	8.91	24.67
Grand Rapids Branch	At Bay City.....	"	5.81	-	-	-	3.07	8.88
	At Bay City.....	"	3.01	-	-	-	5.99	9.00
Bay City Branch	At Detroit.....	"	6.31	4.78	-	-	35.16	46.25
	Detroit.....23657' S of Vienna	"	46.82	3.43	-	-	98.97	149.22
Caro Branch	S of Vienna.....C S Jct Toledo	Ohio	8.56	-	-	-	42.92	51.48
	At Toledo.....	"	3.49	1.50	-	-	21.78	26.77
Saginaw Branch	Toledo branch to main line.....	Mich	4.14	4.14	-	-	.28	8.56
	West leg of wye at main line.....	"	.64	-	-	-	3.81	4.45
Bay City Belt	Oakwood Junction.....Dearborn	"	4.06	-	-	-	.42	4.48
Total branches owned			912.71	40.36	-	-	631.65	1,584.72
Total main line and branches owned			1,184.36	311.78	7.92	7.54	1,161.16	2,672.76
LINE JOINTLY OWNED								
St Charles Air Line	At Chicago.....	Ill	.70	.70	-	-	1.28	2.68
	Mackinaw Branch	Mich	-	-	-	-	.42	.42
Total line jointly owned			.70	.70	-	-	1.70	3.10
LEASED LINES								
Joliet & Northern Indiana R R	East Gary.....1201' W of Dyer	Ind	15.65	-	-	-	14.17	29.82
	W of Dyer.....Joliet	Ill	28.20	-	-	-	27.19	55.39
	At Joliet.....	"	1.37	1.35	1.33	1.31	.76	6.12
St Joseph So Bend & Southern R R	South Bend.....4099' N of Warwick	Ind	14.23	-	-	-	3.43	17.66
	N of Warwick.....St Joseph	Mich	25.08	-	-	-	7.61	32.69
New York Central Railroad	St Joseph Junction.....Benton Harbor	"	1.62	-	-	-	.99	2.61
	Battle Creek.....Moscow	"	47.01	-	-	-	13.29	60.30
Detroit Toledo & Milwaukee R R	At Lansing.....	"	.77	-	-	-	.87	1.64
	At Lansing.....	"	5.22	-	-	-	8.66	13.88
Lansing Transit Railway								
	Bay City Belt Line R R (South Water Street track)	"	1.70	-	-	-	3.24	4.94
Battle Creek & Sturgis Ry	Battle Creek.....Findley	"	33.99	-	-	-	2.81	36.80
	St Clair.....Richmond	"	14.89	-	-	-	.37	15.26
St Clair & Western Railroad	Slocum Junction.....Grosse Ile	"	2.50	-	-	-	.90	3.40
	At Detroit.....	"	1.52	-	-	-	3.00	4.52
Canada Southern Bridge Co	Detroit.....6112' E of Detroit	"	1.81	1.81	-	-	14.37	17.99
	E of Detroit.....Windsor	Ont	1.45	1.45	-	-	.07	2.97
Carried forward			197.01	4.61	1.33	1.31	101.73	305.99

The Michigan Central Railroad Company

TABLE OF TRACKS (concluded)

		State	MILES OF MAIN TRACK				Yards and sidings	Total
			First	Second	Third	Fourth		
LEASED LINES (concluded)		Brought forward	197.01	4.61	1.33	1.31	101.73	305.99
Canada Southern Railway	Niagara Falls.....	Windsor Ont	226.10	224.58	-	-	193.96	644.64
	Bridgeburg.....	Welland "	16.86	16.86	-	-	22.45	56.17
	Amherstburg.....	Essex "	16.94	-	-	-	2.30	19.24
	St Clair Junction.....	Courtright "	62.29	-	-	-	5.60	67.89
	Oil City.....	Eddys "	5.30	-	-	-	.75	6.05
	Petrolia Junction.....	Petrolia "	6.62	-	-	-	1.56	8.18
	Comber.....	Leamington "	16.06	-	-	-	5.74	21.80
	Fort Erie.....	Niagara Junction "	3.10	-	-	-	.25	3.35
	Niagara Junction.....	Niagara-on-the-Lake "	25.15	-	-	-	6.31	31.46
	London Terminal.....	" "	.50	-	-	-	1.39	1.89
	Paradise Grove Spur.....	" "	.26	-	-	-	-	.26
	Niagara Falls, Ont.	456' E of Niagara Falls "	.09	.09	-	-	-	.18
	E of Niagara Falls.....	Suspension Bridge N Y	.15	.15	-	-	-	.30
	Argo yard.....	Ill	-	-	-	-	5.78	5.78
Niagara River Bridge Co	Coyle yard.....	Ont	-	-	-	-	3.42	3.42
	Bridgeburg yard.....	"	-	-	-	-	8.82	8.82
	At Attercliffe.....	"	-	-	-	-	.04	.04
Delaware Lackawanna & Western Railroad	At Black Rock.....	N Y	-	-	-	-	1.29	1.29
Illinois Central Railroad	At Chicago.....	Ill	-	-	-	-	.97	.97
Total leased lines			576.43	246.29	1.33	1.31	362.36	1,187.72
LINES OPERATED UNDER TRackage RIGHTS								
Pere Marquette Railroad	At Bay City (South Water St).....	Mich	.16	-	-	-	-	.16
Illinois Central Railroad	Kensington.....	So Water St station, Chicago Ill	14.00	14.00	-	-	-	28.00
	At Chicago.....	" "	.74	-	-	-	-	.74
Canadian National Railways	Bridgeburg.....	International Boundary Ont	.32	-	-	-	-	.32
	International Boundary.....	Black Rock N Y	.87	.53	-	-	-	1.40
Grand Trunk Western Ry	At Battle Creek (Hall St).....	Mich	.20	-	-	-	-	.20
	To new prison, Jackson.....	" "	3.03	-	-	-	-	3.03
Indiana Harbor Belt Railroad	Calumet Park.....	Union Stockyards Ill	30.04	30.04	-	-	-	60.08
	At Gibson.....	Ind	-	-	-	-	11.93	11.93
	At Hammond.....	" "	-	-	-	-	1.41	1.41
Manistee & North Eastern Ry	Grayling Jct.....	Portage Lake Branch Mich	2.96	-	-	-	-	2.96
New York Central Railroad	Suspension Bridge.....	Buffalo N Y	24.77	24.37	-	-	-	49.14
	Vinewood Ave.....	Beaubien St, Detroit Mich	-	2.82	-	-	-	2.82
	River Rouge.....	Mich-Ohio state line "	-	43.38	-	-	-	43.38
	Mich-Ohio state line.....	Toledo pass sta Ohio	10.07	9.44	-	-	-	19.51
	S S & S Junction.....	Olivers Ind	1.57	-	-	-	1.98	3.55
Wheeling & Lake Erie Railway	Oak Street, Ironville.....	Toledo Ohio	5.87	-	-	-	-	5.87
Wabash Railway	Dix and Waterman avenues.....	Detroit Mich	.17	-	-	-	.03	.20
Detroit & Mackinac Railroad	At Cheboygan.....	" "	2.16	-	-	-	3.59	5.75
Toledo Terminal Railroad	At Toledo.....	Ohio	-	-	-	-	2.02	2.02
Total trackage rights			96.93	124.58	-	-	20.96	242.47
Total operated mileage			1,858.42	683.35	9.25	8.85	1,546.18	4,106.05

RECAPITULATION

STATE OR PROVINCE	Owned		Jointly owned		Leased		Otherwise operated		Total	
	1st track miles	All tracks miles	1st track mile	All tracks miles	1st track miles	All tracks miles	1st track miles	All tracks miles	1st track miles	All tracks miles
Michigan	1,117.36	2,383.97	-	.42	136.11	194.03	8.68	58.50	1,262.15	2,636.92
Illinois	6.52	70.66	.70	2.68	29.57	68.26	44.78	88.82	81.57	230.42
Indiana	48.43	139.88	-	-	29.88	47.48	1.57	16.89	79.88	204.25
Ohio	12.05	78.25	-	-	-	-	15.94	27.40	27.99	105.65
New York	-	-	-	-	.15	1.59	25.64	50.54	25.79	52.13
Province of Ontario	-	-	-	-	380.72	876.36	.32	.32	381.04	876.68
Totals	1,184.36	2,672.76	.70	3.10	576.43	1,187.72	96.93	242.47	1,858.42	4,106.05

MILES OPERATED IN

Passenger service only	-	-	-	36.41	36.41
Freight service only	36.58	.70	14.90	43.63	95.81

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EQUIPMENT IN SERVICE

(INCLUDING EQUIPMENT OF LEASED LINES)

	DEC. 31, 1927 Grand total	INCREASE Number added	By transfer or change of class	DECREASE Number retired	By transfer or change of class	Grand total	Number owned*	DECEMBER 31, 1928 Number held under equipment trusts	Number held under other form of title
<i>Locomotives</i>									
For freight service	308	-	-	41	-	267	232	35	-
For passenger service	139	2	-	17	-	124	97	27	-
For switching service	236	-	-	7	-	229	203	26	-
Electric locomotives	12	-	-	-	-	12	12	-	-
Totals	695	2	-	65	-	632	544	88	-
<i>Freight-train cars</i>									
Box cars	27,994	-	-	259	8	27,727	11,327	16,400	-
Flat cars	1,365	-	2	24	19	1,324	1,324	-	-
Stock cars	945	-	-	-	-	945	498	447	-
Coal cars	7,407	-	-	171	-	7,236	3,724	3,512	-
Refrigerator and produce cars	-	-	-	-	-	-	-	-	-
Caboose cars	316	-	-	-	1	315	289	26	-
Totals	38,027	-	2	454	28	37,547	17,162	20,385	-
<i>Passenger-train cars</i>									
Coaches	272	-	-	11	9	252	150	86	16
Combination passenger cars	45	-	-	1	-	44	34	10	-
Dining cars	32	-	-	-	3	29	16	13	-
Baggage and express cars	185	10	-	1	-	194	112	76	6
Other combination cars	21	-	-	1	-	20	12	8	-
Postal cars	13	-	-	-	-	13	11	2	-
Other passenger-train cars	3	-	-	-	-	3	3	-	-
Totals	571	10	-	14	12	555	338	195	22
<i>Company service equipment</i>									
Officers' cars	7	1	-	-	-	8	8	-	-
Ballast cars	381	-	-	-	-	381	381	-	-
Derrick cars	3	-	-	-	-	3	3	-	-
Wrecking cars	8	-	-	-	-	8	8	-	-
Other company service cars	740	-	40	46	2	732	732	-	-
Totals	1,139	1	40	46	2	1,132	1,132	-	-

* Owned by The Michigan Central Railroad Company, The Canada Southern Railway Company or Detroit River Tunnel Company and St Joseph South Bend and Southern Railway Company

EQUIPMENT OWNED OR LEASED BY BUT NOT IN SERVICE OF COMPANY

2,981 Refrigerator cars leased to Merchants Despatch, Incorporated

*The Michigan Central Railroad Company***MILEAGE STATISTICS****TRAIN MILEAGE**

REVENUE SERVICE	1928	1927	Increase	Decrease
Freight train-miles	6,431,872	6,358,784	73,088	
Passenger train-miles	6,497,103	6,534,947		37,844
Other passenger train-miles	798,550	800,171		1,621
Mixed train-miles	457,547	436,548	20,999	
Special train-miles	3,494	3,012	482	
Total revenue train mileage	14,188,566	14,133,462	55,104	
Non-revenue train-miles	190,274	209,903		19,629
Total train mileage	14,378,840	14,343,365	35,475	

LOCOMOTIVE MILEAGE

REVENUE SERVICE	1928	1927	Increase	Decrease
Freight locomotive-miles	6,934,557	6,805,180	129,377	
Passenger locomotive-miles	7,611,403	7,638,876		27,473
Mixed locomotive-miles	470,111	446,125	23,986	
Special locomotive-miles	3,716	3,116	600	
Train switching locomotive-miles	345,924	347,352		1,428
Yard switching locomotive-miles	6,021,675	5,829,810	191,865	
Total revenue locomotive mileage	21,387,386	21,070,459	316,927	
Non-revenue locomotive-miles	403,015	403,065		50
Total locomotive mileage	21,790,401	21,473,524	316,877	

CAR MILEAGE

REVENUE SERVICE	1928	1927	Increase	Decrease
Freight-train car-miles				
Freight cars—loaded	233,297,269	219,946,045	13,351,224	
Freight cars—empty	150,603,684	140,459,291	10,144,393	
Caboose cars	6,510,716	6,412,151	98,565	
Total freight-train car-miles	390,411,669	366,817,487	23,594,182	
Passenger-train car-miles				
Passenger cars	14,861,267	15,752,413		891,146
Sleeping, parlor and observation cars	30,468,700	28,648,542	1,820,158	
Dining cars	2,869,490	2,750,948	118,542	
Other passenger-train cars	24,013,192	23,430,124	583,068	
Total passenger-train car-miles	72,212,649	70,582,027	1,630,622	
Mixed-train car-miles				
Freight cars—loaded	3,120,164	2,402,413	717,751	
Freight cars—empty	1,480,708	1,507,782		27,074
Caboose cars	134,671	90,277	44,394	
Passenger cars	401,405	427,215		25,810
Sleeping, parlor and observation cars	41,458	5,322	36,136	
Other passenger-train cars	383,203	366,259	16,944	
Total mixed-train car-miles	5,561,609	4,799,268	762,341	
Special-train car-miles				
Freight cars—loaded	37,608	41,128		3,520
Freight cars—empty	80		80	
Caboose cars	3,494	3,007	487	
Passenger cars	12,860	14,714		1,854
Total special-train car-miles	54,042	58,849		4,807
Total revenue car mileage	468,239,969	442,257,631	25,982,338	
Non-revenue car-miles	1,358,648	2,918,451		1,559,803
Total car mileage	469,598,617	445,176,082	24,422,535	

*Annual Report***TRAFFIC STATISTICS**

DESCRIPTION OF REVENUE FREIGHT MOVED IN 1928

(NEW CLASSIFICATION EFFECTIVE FOR 1928 MAKES COMPARISON WITH 1927 IMPRACTICABLE)

COMMODITY	NUMBER OF CARLOADS	NUMBER OF TONS (2,000 pounds)
PRODUCTS OF AGRICULTURE		
Wheat	3,655	138,063
Corn	8,631	328,717
Oats	2,944	88,264
Barley and rye	1,436	51,570
Rice	455	10,050
Grain, N. O. S.	274	6,988
Flour, wheat	10,823	342,664
Meal, corn	188	4,937
Flour and meal, edible, N. O. S.	1,860	53,183
Cereal food preparations, edible, N. O. S.	11,358	159,850
Mill products, N. O. S.	13,612	310,360
Hay and alfalfa	2,937	36,236
Straw	313	4,173
Tobacco, leaf	760	10,105
Cotton in bales	2,894	34,033
Cotton linters, noils, and regins	201	3,158
Cottonseed	18	431
Cottonseed meal and cake	549	15,444
Oranges and grape fruit	4,127	70,890
Lemons, limes, and citrus fruits, N. O. S.	688	10,014
Apples, fresh	3,308	54,007
Bananas	5,477	58,849
Berries, fresh	620	6,033
Cantaloupes and melons, N. O. S.	1,571	18,663
Grapes, fresh	3,505	52,712
Peaches, fresh	1,557	16,710
Watermelons	442	6,139
Fruits, fresh, domestic, N. O. S.	1,415	18,750
Fruits, fresh, tropical, N. O. S.	342	4,490
Potatoes, other than sweet	7,177	130,393
Cabbage	1,035	13,154
Onions	2,318	30,969
Tomatoes	932	11,249
Vegetables, fresh, N. O. S.	5,098	62,750
Beans and peas, dried	2,492	54,201
Fruits, dried or evaporated	542	13,910
Vegetables, dry, N. O. S.	1,442	22,380
Vegetable-oil cake and meal, except cottonseed	204	4,895
Peanuts	160	2,455
Flaxseed	26	571
Sugar beets	3,298	112,987
Products of agriculture, N. O. S.	4,838	94,815
TOTAL	115,522	2,470,212

N. O. S.—Not otherwise specified

The Michigan Central Railroad Company

TRAFFIC STATISTICS (*continued*)DESCRIPTION OF REVENUE FREIGHT MOVED IN 1928 (*continued*)

(NEW CLASSIFICATION EFFECTIVE FOR 1928 MAKES COMPARISON WITH 1927 IMPRACTICABLE)

COMMODITY	NUMBER OF CARLOADS	NUMBER OF TONS (2,000 pounds)
ANIMALS AND PRODUCTS		
Horses, mules, ponies, and asses	329	3,658
Cattle and calves, single-deck	6,730	78,728
Calves, double-deck	165	2,020
Sheep and goats, single-deck	1,109	9,484
Sheep and goats, double-deck	1,226	12,660
Hogs, single-deck	3,782	36,712
Hogs, double-deck	6,846	85,811
Fresh meats, N. O. S.	20,362	249,283
Meats, cured, dried, or smoked	4,037	61,107
Butterine and margarine	277	2,907
Packing-house products, edible, N. O. S., not including canned meats	4,881	82,733
Poultry, live	315	3,311
Poultry, dressed	1,369	16,344
Eggs	4,691	53,741
Butter	3,985	48,460
Cheese	545	6,477
Wool	1,006	15,485
Hides, green	1,003	21,646
Leather	280	4,616
Fish or sea-animal oil	129	3,071
Animals, live, N. O. S.	46	613
Animal products, N. O. S. (other than fertilizers and fertilizer materials)	1,476	27,112
TOTAL	64,589	825,979
PRODUCTS OF MINES		
Anthracite coal	20,656	887,725
Bituminous coal	137,494	7,349,481
Coke	22,223	708,965
Iron ore	61	2,155
Copper ore and concentrates	29	587
Lead ore and concentrates	10	397
Zinc ore and concentrates	2	55
Ores and concentrates, N. O. S.	1,519	68,743
Gravel and sand (other than glass or moulding)	48,138	2,627,682
Stone, broken, ground, or crushed	19,369	1,099,241
Stone, rough, N. O. S.	1,878	80,110
Stone, finished, N. O. S.	3,146	115,167
Petroleum, crude	747	23,034
Asphalt (natural, by-product or petroleum)	2,341	82,267
Salt	3,565	102,691
Phosphate rock, crude (ground or not ground)	232	9,191
Sulphur (brimstone)	345	13,607
Products of mines, N. O. S.	22,243	1,089,673
TOTAL	283,998	14,260,771

N. O. S.—Not otherwise specified

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TRAFFIC STATISTICS (*continued*)DESCRIPTION OF REVENUE FREIGHT MOVED IN 1928 (*continued*)

(NEW CLASSIFICATION EFFECTIVE FOR 1928 MAKES COMPARISON WITH 1927 IMPRACTICABLE)

COMMODITY	NUMBER OF CARLOADS	NUMBER OF TONS (2,000 pounds)
PRODUCTS OF FORESTS		
Logs	7,075	194,023
Posts, poles, and piling	3,581	94,548
Wood (fuel)	1,375	42,914
Ties, railroad	1,047	29,066
Pulpwood	3,475	101,979
Lumber, shingles, and lath	46,427	1,242,385
Box, crate, and cooperage materials	1,732	35,794
Veneer and built-up wood	195	3,832
Rosin	272	7,277
Turpentine	117	2,927
Crude rubber (not reclaimed)	719	19,464
Products of forests, N. O. S.	2,663	56,527
TOTAL	68,678	1,830,736
MANUFACTURES AND MISCELLANEOUS		
Petroleum oils, refined, and all other gasolines	34,866	1,001,585
Fuel, road, and petroleum residual oils, N. O. S.	4,621	141,835
Lubricating oils and greases	3,287	70,628
Petroleum products, N. O. S.	171	3,861
Cottonseed oil	202	5,380
Linseed oil	372	9,846
Vegetable oils, N. O. S.	355	9,415
Sugar (beet or cane)	5,292	146,395
Table syrups and edible molasses	689	21,816
Molasses, blackstrap and beet residual	162	7,354
Iron, pig	6,468	317,785
Iron and steel, rated 6th class in official classification, N. O. S.	1,148	51,032
Rails, fastenings, frogs, and switches	574	17,532
Cast-iron pipe and fittings	1,799	47,832
Iron and steel pipe and fittings, N. O. S.	3,027	80,237
Iron and steel: nails and wire, not woven	1,132	25,818
Iron and steel, rated 5th class in official classification, N. O. S. (also tin and terne plate)	58,507	1,817,342
Copper: ingot, matte, and pig	623	21,866
Copper, brass, and bronze: bar, sheet and pipe	744	15,368
Lead and zinc: ingot, pig, or bar	694	25,595
Aluminum: ingot, pig, or slab	582	19,992
Machinery and boilers	10,481	175,547
Cement, natural or Portland, building	12,562	471,590
Brick, common	4,922	181,723
Brick, N. O. S., and building tile	4,622	166,253
Artificial stone, N. O. S.	711	24,483
Lime, common (quick or slack)	2,216	51,468
Plaster (stucco or wall) and dry kalsomine	3,902	113,566
Sewer pipe and drain tile (not metal)	3,362	61,339
Carried forward	168,093	5,104,483

N. O. S.—Not otherwise specified

*The Michigan Central Railroad Company*TRAFFIC STATISTICS (*continued*)DESCRIPTION OF REVENUE FREIGHT MOVED IN 1928 (*concluded*)

(NEW CLASSIFICATION EFFECTIVE FOR 1928 MAKES COMPARISON WITH 1927 IMPRACTICABLE)

COMMODITY	NUMBER OF CARLOADS	NUMBER OF TONS (2,000 pounds)
MANUFACTURES AND MISCELLANEOUS (<i>concluded</i>)		
<i>Brought forward</i>	168,093	5,104,483
Agricultural implements and parts, N. O. S.	3,701	60,932
Vehicles, horse-drawn, and parts, N. O. S.	665	11,593
Tractors and parts	734	10,715
Railway car wheels, axles, and trucks	247	8,034
Automobiles (passenger)	161,944	969,525
Autotrucks	4,503	36,967
Automobiles and autotrucks, knocked down, and parts, N. O. S.	46,323	712,614
Automobile and autotruck tires	7,100	88,548
Furniture, metal	752	9,280
Furniture, other than metal	5,198	39,930
Beverages	1,256	24,233
Ice	1,408	49,299
Fertilizers, N. O. S.	5,648	144,210
Newsprint paper	10,171	253,098
Printing paper, N. O. S.	6,311	137,708
Alcohol, denatured or wood	569	12,000
Sulphuric acid	404	16,581
Explosives, N. O. S.	146	2,705
Cotton cloth and cotton fabrics, N. O. S.	534	5,058
Bagging and bags, burlap, gunny, or jute	1,069	19,388
Canned food products, N. O. S.	7,603	173,769
Tobacco, manufactured products	595	8,689
Paints in oil and varnishes	1,496	32,000
Furnace slag	716	37,052
Scrap iron and scrap steel	10,635	450,597
Paper bags and wrapping paper	3,571	78,298
Paperboard, pulpboard, and wallboard (paper)	5,941	133,092
Building paper and prepared roofing materials	2,283	50,866
Building woodwork (millwork)	635	10,434
Soap and washing compounds	2,507	52,937
Glass, flat other than plate	258	6,909
Glass: bottles, jars, and jelly glasses	1,681	30,479
Manufactures and miscellaneous, N. O. S.	139,184	3,001,025
TOTAL	603,881	11,783,048
GRAND TOTAL, CARLOAD TRAFFIC	1,136,668	31,170,746
All L. C. L. Freight		930,151
GRAND TOTAL, CARLOAD AND L. C. L. TRAFFIC		32,100,897

N. O. S.—Not otherwise specified

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TRAFFIC STATISTICS (concluded)

FREIGHT	1928	1927	Increase	Decrease
Tons of revenue freight carried	32,100,897	31,415,851	685,046	
Tons of company freight carried	2,961,068	2,878,243	82,825	
Total tons of freight carried	35,061,965	34,294,094	767,871	
Tons of revenue freight carried one mile	4,522,458,570	4,282,486,049	239,972,521	
Tons of company freight carried one mile	238,213,503	226,926,168	11,287,335	
Total tons of freight carried one mile	4,760,672,073	4,509,412,217	251,259,856	
Miles of road operated in freight service	1,822-01	1,822-01		
Tons of revenue freight carried one mile per mile of road	2,482,126	2,350,419	131,707	
Tons all freight carried one mile per mile of road	2,612,868	2,474,966	137,902	
Average distance haul of one ton of revenue freight	miles 141	miles 136	miles 5	
Average distance haul of one ton of all freight	miles 136	miles 131	miles 5	
Average number of tons of revenue freight per train mile①	656	630	26	
Average number of tons of all freight per train mile①	691	664	27	
Average number of tons of revenue freight per loaded car mile	19-13	19-26		·13
Average number of tons of all freight per loaded car mile	20-14	20-28		·14
Average number of freight cars per train mile①	57-35	54-57	2-78	
Average number of loaded cars per train mile①	34-32	32-72	1-60	
Average number of empty cars per train mile①	22-07	20-89	1-18	
Total freight revenue	\$64,098,143.67	\$60,355,090.02	\$3,743,053.65	
Average amount received for each ton of freight	\$2.00	\$1.92	\$0.08	
Average revenue per ton per mile	cents 1-417	cents 1-409	cent ·008	
Average revenue per mile of road	\$35,179.91	\$33,125.55	\$2,054.36	
Average revenue per train mile①	\$9.30	\$8.88	\$0.42	
PASSENGER				
Number of interline passengers carried	1,840,834	1,877,431		36,597
Number of local passengers carried	1,578,913	1,758,933		180,020
Number of commutation passengers carried	100,792	135,759		34,967
Total number of revenue passengers carried	3,520,539	3,772,123		251,584
Total number of revenue passengers carried one mile	561,411,043	577,000,285		15,589,242
Miles of road operated in passenger service	1,762-61	1,762-61		
Number of revenue passengers carried one mile per mile of road	318,511	327,356		8,845
Average distance each revenue passenger carried	miles 159-47	miles 152-96	miles 6-51	
Average number of passengers per train mile②	81	83		2
Average number of passengers per car mile	12	13		1
Average number of passenger cars per passenger train mile	9-9	9-6	·3	
Total passenger revenue	\$19,792,566.77	\$20,202,686.31		\$410,119.54
Average amount received from each passenger	\$5.62	\$5.36	\$0.26	
Average revenue per passenger per mile	cents 3-526	cents 3-501	cent ·025	
Total passenger service train revenue	\$25,518,896.51	\$25,940,022.27		\$421,125.76
Average passenger service train revenue per mile of road	\$14,477.90	\$14,716.82		\$238.92
Average passenger service train revenue per train mile②	\$3.29	\$3.34		\$0.05
TOTAL TRAFFIC				
Operating revenues	\$93,217,493 20	\$89,750,601 95	\$3,466,891 25	
Operating expenses	62,643,935 11	62,244,288 16	399,646 95	
Net operating revenue	\$30,573,558 09	\$27,506,313 79	\$3,067,244 30	
Average mileage of road operated	1,858-42	1,858-42		
Operating revenues per mile of road	\$50,159 54	\$48,294 04	\$1,865 50	
Operating expenses per mile of road	33,708 17	33,493 12	215 05	
Net operating revenue per mile of road	\$16,451 37	\$14,800 92	\$1,650 45	

① "Freight train miles" includes total "mixed train miles"

② "Passenger train miles" includes total "mixed train miles"

*The Michigan Central Railroad Company***JACKSON LANSING & SAGINAW RAILROAD LAND GRANT FUND**

OF

THE MICHIGAN CENTRAL RAILROAD COMPANY

DETROIT, MICHIGAN, January 7, 1929

PATRICK E. CROWLEY, President

The Michigan Central Railroad Company

NEW YORK

DEAR SIR:

I respectfully submit herewith annual statement of the business of the Land Department of this company for the year ended December 31, 1928:

LAND AND SALES ACCOUNT

	Acres		Amount
Unsold January 1, 1928, according to patents	5,454.45	Lands sold during the year	\$30.00
Sold during the year	118.80	Total amount due on contracts at close of year	\$610.00
Unsold at close of the year	5,335.65		

The sales for the last five years were as follows:

	1924	1925	1926	1927	1928
Acres sold	None	598.64	2,143.96	1,176.58	118.80
Land sales	None	\$1,197.28	\$970.00	\$1,555.00	\$30.00
Average per acre		\$2.00	\$0.45	\$1.32	\$0.25

CASH ACCOUNT

RECEIPTS		DISBURSEMENTS	
Cash on hand January 1, 1928	\$2,595 64	For taxes	\$407 34
From payments on land contracts and sales	335 00	For expenses	50 00
From interest and taxes	54 44	Cash on hand December 31, 1928	2,582 64
From miscellaneous sources	54 90		
	<u>\$3,039 98</u>		<u>\$3,039 98</u>

WILLIAM HUTCHINSON,
Commissioner.

LAND GRANT FUNDMESSRS. BRONNER, ROBSON AND BLAIR, *Trustees*

Balance on hand at end of 1927, as shown by report for that year	\$390 69
Interest on deposits	13 80
Cash on hand December 31, 1928	<u>\$404 49</u>

